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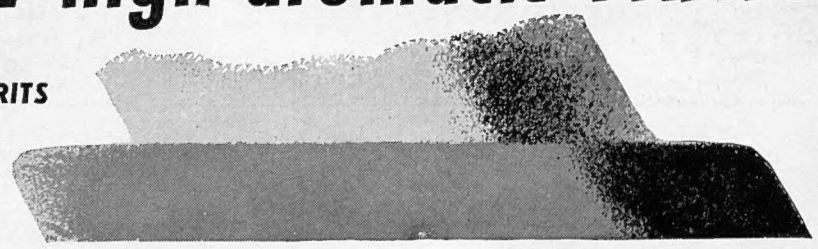

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Volume CCXXVI No. 2940

The SPHERE, London, August 4, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE START OF THE SUEZ CANAL CRISIS—THE VAST CROWD IN ALEXANDRIA LISTENS TO COLONEL NASSER'S "NATIONALISATION" SPEECH AND (*inset left*) THE EGYPTIAN LEADER DRIVES THROUGH HIS CHEERING FELLOW-COUNTRYMEN: But while Egypt applauded, Britain, France and America were meeting to concert measures against Nasser's entirely unwarranted seizure of the international waterway.

Last week-end was one of the most tense in peace-time international politics since the days when Hitler bestrode the world like a maniac. The sequence of events began last Thursday, when Colonel Nasser announced to a wildly cheering gathering in Alexandria that Egypt was taking over the Suez Canal immediately and would use the revenue to build the High Aswan Dam. This is the vastly expensive project on which he has staked his prestige and from which Britain and America had withdrawn financial support a few days previously. Britain and France reacted strongly and froze all Egyptian assets in their countries. By Saturday Nasser was trumpeting that "he would meet force with force," and similar boasts. In London, Britain, France and the United States were conferring urgently, united in opposing this very grave threat to an international convention which guarantees free passage through the Canal. (Further pictures on page 164.)

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The SPHERE with which is incorporated THE GRAPHIC

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FROM "THE SPHERE" OF 50 YEARS AGO

A POLICE TRAP FOR MOTORISTS: This drawing, by Victor Prout, showing a motorist being questioned by the police in connection with speeding, appeared in The Sphere in 1906 just after the publication of "two important documents" which referred to motor-car traffic. A commission had advised the abolition of the 20-mile speed limit and its replacement in towns and villages, and at dangerous corners, steep hills, and similar places where caution was required, by a 12-mile speed limit which was to be indicated by danger-signal boards. The report also had a good deal to say about police traps and the method of their operation.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

Suez Canal.—So Nasser, not much earlier than the "uninformed" supposed, has assumed the full role of Hitler. The odd thing is that the Government "had not an inkling" during the late debate in Parliament, of his decision to grab the Suez Canal. The Cabinet was well aware that he would grab the Canal in 1968 when the concession was legally due to expire. It never contemplated that he would act in 1956 as a reprisal for our refusal to finance the Aswan Dam scheme. Nasser mentions the word "compensation." The grabbing is no less highway robbery since he has not the means to compensate and intends to finance the Dam with the Canal revenues, of which our shipping provides the lion's share. Moreover, we own nearly half the shares, and the rest, owned by other foreign nations, are equally at Nasser's mercy. Many recent British Governments are involved in the bitter humiliations meted out to us by this pinchbeck dictator, whose actions and speeches have revealed a bitter hostility towards Britain no less patently than his personal appearance and manners suggested to you and me that here was a man neither to be trusted nor conciliated. Our Government is still not regarded by a majority of this country as strong. It is encompassed with trouble at home and abroad. If now it temporises over this Suez outrage, I do not think it will live out its normal life, especially since the memories of Hitler and Mussolini have not quite faded, and this time it should find it reasonably easy to whip up quite powerful allies to support it in resisting aggression. There must surely be *now* a real effort made to halt the continuous decline in our dignity and influence among the nations, and the fatal weeks of July and August, history's "Ides of March," are more appropriate than not for grasping the nettle.

Black Monday.—On Monday, July 23, one more fateful period began in the economic and industrial history of our time. On that day fifteen unions involved in the redundancy dispute at B.M.C. factories called out all their members—nearly 50,000 strong. There were no eleventh-hour efforts to avert the disaster. The unions were resolved for a show-down, planned extra strike pay and are continuing every day efforts towards 100 per cent. efficiency. They are backed by even more powerful unions, even the usually moderate T.G.W.U., which has instructed its members to refuse to handle B.M.C. exports and products. It is the threshold of a partial general strike, and whatever the result, if it continues much longer, it will leave an aftermath more bitter than before. While it continues, one of the important means by which we pay for our food, our raw materials, our hopes of employment, and by which we hope to restore our trade balance, is bogged down, and all will be to do again. The strike, as most people expected, was only partially successful at the start; some 50 per cent. of the men involved disobeyed the order, but the picketing soon began to "go all lengths," and waverers among the union men are likely to be influenced in greater numbers every day. Here, then, at the time of writing, is revealed a simple and terrible illustration of *Homo sapiens* imitating his earliest forebears in sawing off the branch he sits on. Of course, there are two sides to every question. The B.M.C. acted unwisely if not unconstitutionally. The unions raised the argument of compensation before they had even ventilated it. But civilised societies have in modern times provided for both sides to be heard and differences to be composed and errors and faults to be corrected by means less drastic than suicide; and this is a time for greatness of mind when a gesture of conciliation from one side or the other could still avert a major disaster and years of enhanced bitterness and suspicion. We recall that in the past year the loss of working hours and production by industrial disputes was an all-time high record. We can assess what progress to better things might have come to-day if that record had been an all-time low. Who lives if England die?

Socialists' Party Conference Fare.—I cannot hope to gate-crash the next Socialist Party conference, but I should like to toy with some of the *hors-d'œuvre*. The groaning board seems very likely to groan under the variety of snacks rather than under the weight of the *plats du jour*. Mr. Gaitskell's main dish is indeed the old nationalisation joint, served cold with sauces to disguise the fact that it is a relic of Sunday's joint. Much more interesting and amusing are the snacks. There are no fewer than seven resolutions which urge the abolition of the House of Lords or hereditary titles or deplore the acceptance of peerages by Socialists—"associating themselves with a proscribed organisation." Fox-hunting must follow their lordships into the limbo. There are, of course, scores of more serious resolutions on economic problems, automation, housing, and so on, but still as of old, for most of the ills from which the body politic suffers in Socialist eyes, nationalisation of almost everything is the only sovereign cure. But the way in which Mr. Gaitskell has dressed this remnant of Sunday's leg of mutton suggests that the party may get out of hand and the young people at the side tables grow riotous. "If you call this mutton, bring back the *hors-d'œuvre*." If "the dons on the dais serene," chewing their slices of cold mutton, are to be pelted with curried eggs and other snacks from the body of the hall, the attainment of a constructive policy in frank debate may be as far off as before the conference. For my part, I should very much like to listen without interruptions or guillotines to a serious debate on some of those resolutions concerning the House of Lords, hereditary titles and so on. It is curiously difficult to discover what to-day is the majority opinion, not only among Socialists, throughout the country, on these matters of constitution importance and comparative triviality alike. The trouble about all these party conferences is that an overloaded agenda usually makes serious debate impossible.

AUSTRALIANS AT THE LORDS

THE MEMBERS OF THE TOURING CRICKET TEAM MEET THE PRIME MINISTER: Sir Anthony Eden shakes hands with Ray Lindwall at the House of Lords, when the members of the Australian touring team attended a dinner given by Lord Dovercourt. Standing next to the Prime Minister is Ian Johnson, the Australian captain. Behind, from left, are: P. Crawford, I. D. Craig, P. Burge, A. Davidson and K. Macke

Gangsterdom and Foreign Immigrants.—Since we are still, on the whole, a level-headed, decent race, opposed to violence and averse to slashings and stabs in the back, there is a lot to be said for homogeneity. In 1901, when our population was 30,000,000, there were only 250,000 foreigners among us, mostly Russians, Poles and Germans. To-day, with a population of 50,000,000, the foreign ratio is greatly increased. World wars have brought us the major evils—a general unseating of reason and looseness of discipline and an in-rush of refugees. So it was that after World War I there was a great upsurge of gangsterdom on racecourses and in the underworld which took time and trouble to master. So it is again to-day: ten years after World War II the problem of gangsterdom has grown to be a national scandal and menace, with rackets of "protection," blackmail, profits on prostitution, terrorism and reprisal, and robbery under arms. In both these post-war waves of gangsterdom, the respectable citizen has noticed the large proportion of foreign surnames among accused and convicted criminals, and many of us have shaken our heads for years over the apparent tolerance and generosity shown to foreign immigrants. It is a big price to pay for our age-long claim to shelter the oppressed and to be Refuge No. 1 of all Europe's lovers of liberty that these lovers of liberty should infect a law-abiding nation with ideas of licence foreign to Englishmen. The police are now concern

measures to clean up this brawling, sprawling underworld, and I hope the Home Secretary will begin this urgent duty by tightening the screws on another of his departmental units

History To-day and Yesterday.—It is not surprising if some of us in the last few years of slow progress (if not of retrogression) have taken more interest in the history of Britain A.D. 200, which has been unearthed in the City, than in the unfolding of our history A.D. 1950-60. So I confess to a thrill over the discovery of a Roman military fort by Cripplegate Church, said to be even more interesting archæologically and historically than the Temple of Mithras. It is a pity that the price of a square yard of land in the City requires that these discoveries must be covered with new skyscrapers. Yet the history of our own times must remain of paramount importance to every Briton, and we have no right to withhold our interest from cynicism. Certainly the road to better things winds interminably uphill, but I see some vague signs that the tired waves vainly breaking are beginning to infiltrate here and there by creek and inlet making. It looks as if among the people who in industry "matter most," realisation is beginning to break that the old nursery saws are still valid and that men can't eat their cake and have it. Some workers are growing weary of compulsion to strike against their better judgment, are accepting the inevitable conclusion that where there is no work to do, wages cannot be expected for work not done, and that to move where work and money exist, is plain common sense, however distressing. Then, again, though the task of restoring our trade balance is very slow to advance, there are signs that the Government is beginning to realise that the costs of defence are the greatest obstacle and that nothing to-day is more urgent than to press ahead with every form of disarmament agreement with all the other nations, East as well as West, who realise this vital fact at the same moment. There are signs also that the Government is discovering that the race to bribe and to appease, through fears of consequences, nations which do not conceal their hatred for us, is as hopeless as the armaments race, and does not appease the enemy nation or the British taxpayer. In short, if education is a long-term benefit, we are learning all the time, and that goes for English history A.D. 200 and A.D. 1956.

Sir Harold's Palinode.—The Jane Austen Society's annual meeting at Chawton, near Alton, is always a well-attended and pleasant function. Every year an eminent literary light is invited to discourse on aspects of Jane Austen's art and times, and among recent speakers have been Lord David Cecil, Margaret Kennedy, Lady Cynthia Asquith and Sir Arthur Bryant. Sir Harold Nicolson was this year's lecturer. The Society's Committee, in inviting him, had thought it well to interrupt a long period of "next-idolatry" adulation with some of those salty criticisms which Sir Harold (it was understood) had once been bold enough to propound concerning Jane's character as revealed in her letters; indeed, Dr. Chapman, in his *Jane Austen*, had some trenchant things to say of Sir Harold's judgments of Jane and of her sister in correspondence. I recall a "picture of the year" in some Edwardian Academy Exhibition. It was called "The Devil in the Nunnery," I think. It depicted the Devil, in canonical habit, mingling with the nuns, and it was apparent from the eyes of Satan and of some of the younger (and prettier) nuns that his incursion might bring trouble to the Abbess, at least. And though the committee had felt that Jane was great enough to withstand quite a lot of mild criticism, one or two of the Society's members "voiced their anxiety." The worst fears proved groundless. In his pleasant and delphic discourse, largely on the "letters," Sir Harold went back (and forth) on his earlier opinion that those family letters were "much worse than dull and trivial," "a desert of family gossip," "appalling gentility of style"; he went back also on his earlier opinion of Cassandra, "a woman immeasurably dull." He found her (to-day) by no means stupid and the letters by no means unimportant. Accordingly, few of the atomic weapons held ready to answer Sir Harold's "aggression" were needed. Jane emerged triumphant and the long series of adulatory tributes at her shrine before well-bred, well-attended audiences is uninterrupted. Or is it? Sir Harold is a master of irony, and the language of irony is not a universal one. Sir Harold's present opinion of Jane as a woman as revealed in her letters must be discovered from a very close study of a verbatim report of his lecture.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

WITH THE S.A.S. IN MALAYA

A Remarkable Series of Pictures which were Photographed during Operations of the Special Air Service Regiment in Northern Malaya

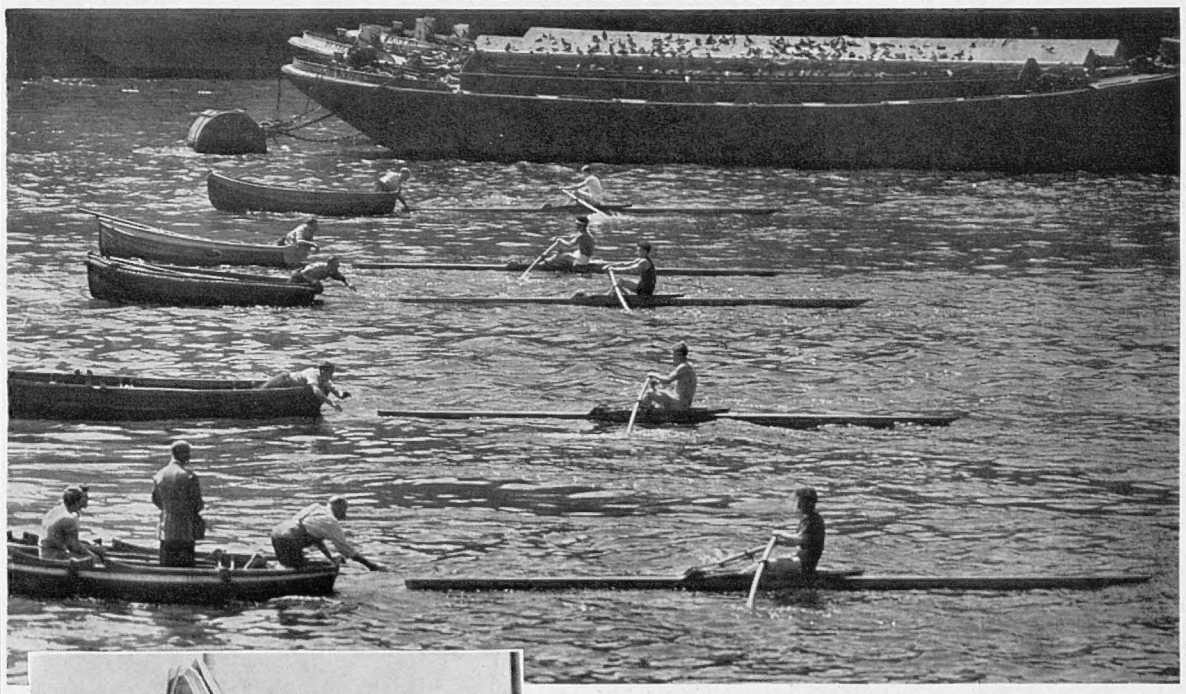
ROYAL VISITORS FROM DENMARK ARRIVE IN LONDON

THE DANISH ROYAL YACHT SAILS UP THE THAMES TO THE POOL OF LONDON: The *Dannebrog*, with the King and Queen of Denmark and their two youngest daughters on board, is seen after passing under Tower Bridge before mooring opposite the Tower. The King and Queen had arrived on a private visit to meet their eldest daughter, Princess Margrethe, the sixteen-year-old heir to the Danish throne, who had been at school near Basingstoke, in Hampshire. They arranged to stay for about a week, living on board the yacht at Tower Bridge.

On left—

A SIGHTSEEING TOUR FOR THE YOUNG PRINCESSES: Princess Anne-Marie, aged ten, and Princess Benedikte, twelve, are walking through Billingsgate Market during a tour of London. They are accompanied by Miss Elisabeth Halifax, the Princesses' governess, and Miss Julie Steensen-Leth, daughter of the Danish Ambassador in London.

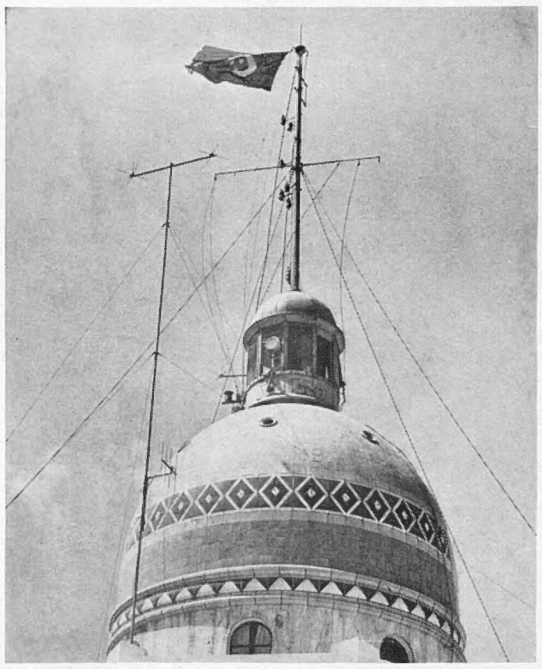
THE ANNUAL DOGGETT COAT AND BADGE RACE ON THE THAMES



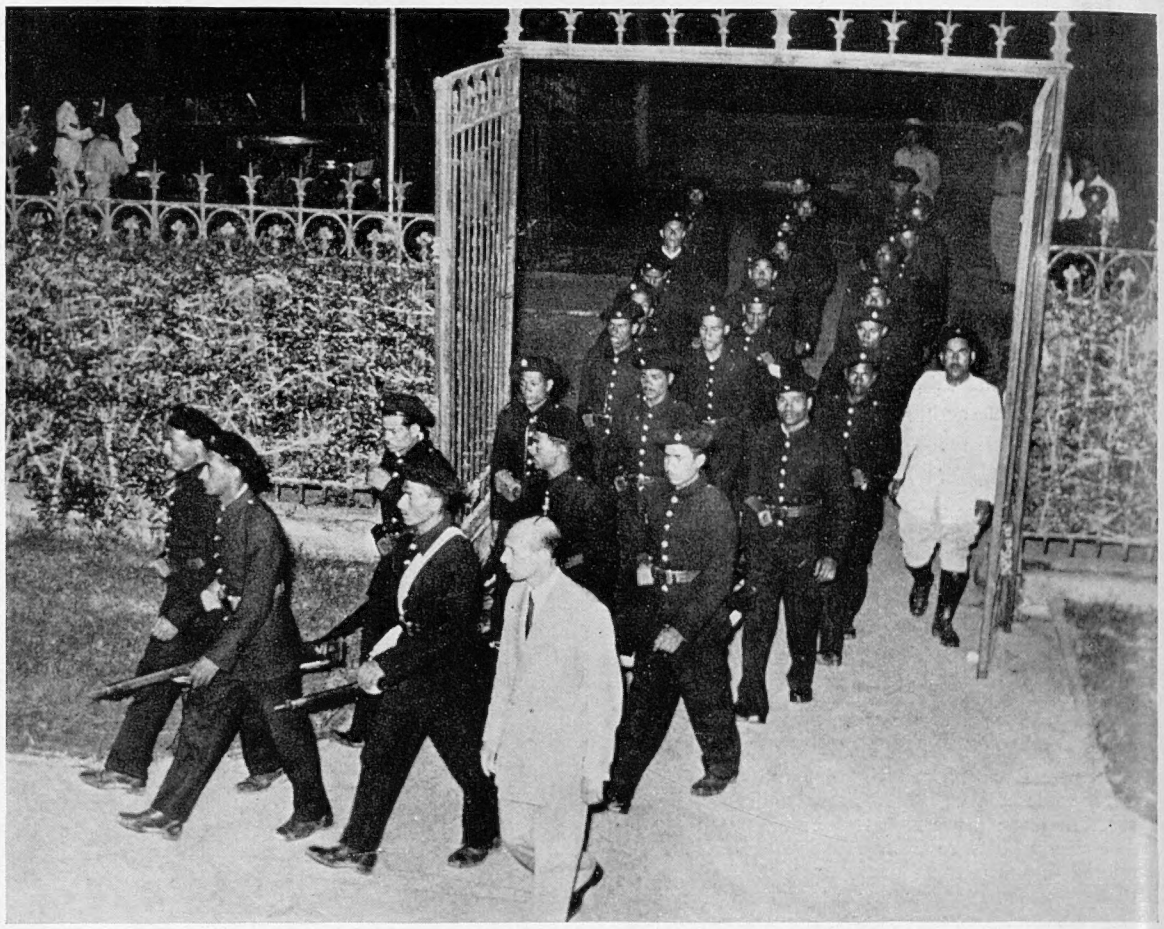
FIVE COMPETITORS SET OUT ON THE 242ND RACE FOR THE DOGGETT'S COAT AND BADGE: They are leaving London Bridge in the annual race for Thames watermen, to row to Chelsea. The winner was Colin Williams, of Deptford, who is seen in the picture *on the left*, being congratulated by Mr. Harry Phelps, Bargemaster of the Worshipful Company of Fishmongers', and a former winner of the race. Williams, who quickly made for the centre of the river, completed the traditional course in twenty-nine minutes and finished twenty-five lengths ahead of the runner-up. T. B. Leek, of Wapping, finished second; H. W. Fraser, of Dagenham, was third, and B. S. Warner, and D. R. Henderson, of Gravesend, followed in fourth and fifth places. Williams, who was formerly with the Poplar and Blackwall eight, is now a member of Putney Town Club. The race for Doggett's Coat and Badge was founded in 1715 by the Fishmongers' Company, and the legacy to pay for the coat and badge was left by Thomas Doggett, an Irish actor.

THE CRISIS OVER THE SUEZ CANAL

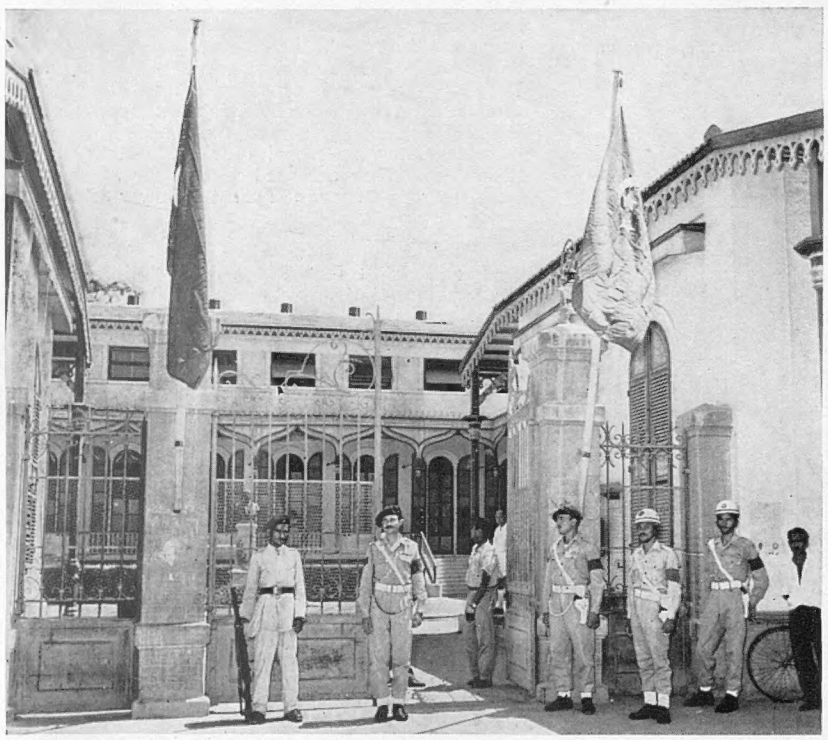
Pictures from Egypt after the International Waterway was Nationalised by Nasser



THE EGYPTIAN FLAG OVER THE SUEZ CANAL COMPANY OFFICE: It is flying above the dome of the building in Port Said, after Egypt's seizure of the Canal.



EGYPT TAKES OVER THE SUEZ CANAL: Armed police march into the office of the Canal Company at Suez, the southern end of the international waterway. Nasser ordered all Company employees in Egypt, irrespective of nationality, to carry out only his orders, and announced that disobedience would be severely punished.



ARMED GUARDS AT ISMAILIA: Military police are on duty outside the Canal Company's offices in Ismailia. The Company's directors in Paris took measures to stop Egypt laying hands on future Canal revenue.

A POPULAR PORTRAIT IN EGYPT: A lorry, garlanded and bearing the portrait of Nasser, enters the Company's office in Ismailia. Outside Egypt, the seizure of the Canal is firmly opposed by the West and favoured by the unusual combination of Russia and Spain.

HEARING HOW EGYPT WILL RUN THE CANAL: A group of correspondents listens attentively at the first Press conference given by Mr. Mahmoud Yunis, the Managing Director of Nasser's new Canal Administration.

THE FIRST CONVOY ON THE NATIONALISED CANAL: The ships steam through the international waterway on the day after Nasser's announcement of its nationalisation. Last year 20,000,000 of the 28,000,000 tons of oil imported into Great Britain were carried through the Canal.

ATLANTIC COLLISION

The Sinking of the "Andrea Doria" Following a Collision with the "Stockholm" in Dense Fog

THE "STOCKHOLM" PROCEEDS TO NEW YORK: A helicopter hovers over the stern of the 11,644-ton Swedish liner to take off the injured as the vessel heads for New York. She had collided in dense fog with the Italian luxury liner *Andrea Doria* (29,083 tons), 45 miles south-east of Nantucket Island. As a result of the damage the Italian vessel later sank.

A BEREAVED CAPTAIN: The Commander of the *Andrea Doria*, Captain Piero Calamai, speaks to Press reporters at New York.

The sinking of the luxury Italian liner *Andrea Doria* (29,083 tons) after a collision in dense fog with the Swedish vessel *Stockholm*, some 45 miles south-east of Nantucket Island, might well have been more of a disaster than it turned out to be. The death-roll would have been considerably larger had it not been for the prompt response by many vessels to the distress signals sent out after the collision and the happy chance of there being several ships in the vicinity at the time. As it was, the French liner *Ile de France*, which had left New York in the morning, was able to turn back and take on board 760 survivors. The rest were rescued by the cargo vessel *Cape Ann* (more than 175 survivors), the Army transport *Private William H. Thomas* (156 survivors) and the *Stockholm* itself (425 survivors). A small percentage of passengers was taken on board by the U.S. Coast Guard and naval vessels which waited for the liner's final moments to take off the captain and crew. According to the Italian Line which operated the *Andrea Doria*, at least twenty people on board died and some sixty were unaccounted for. In the *Stockholm* two members of the crew were killed and three others missing, presumed dead.

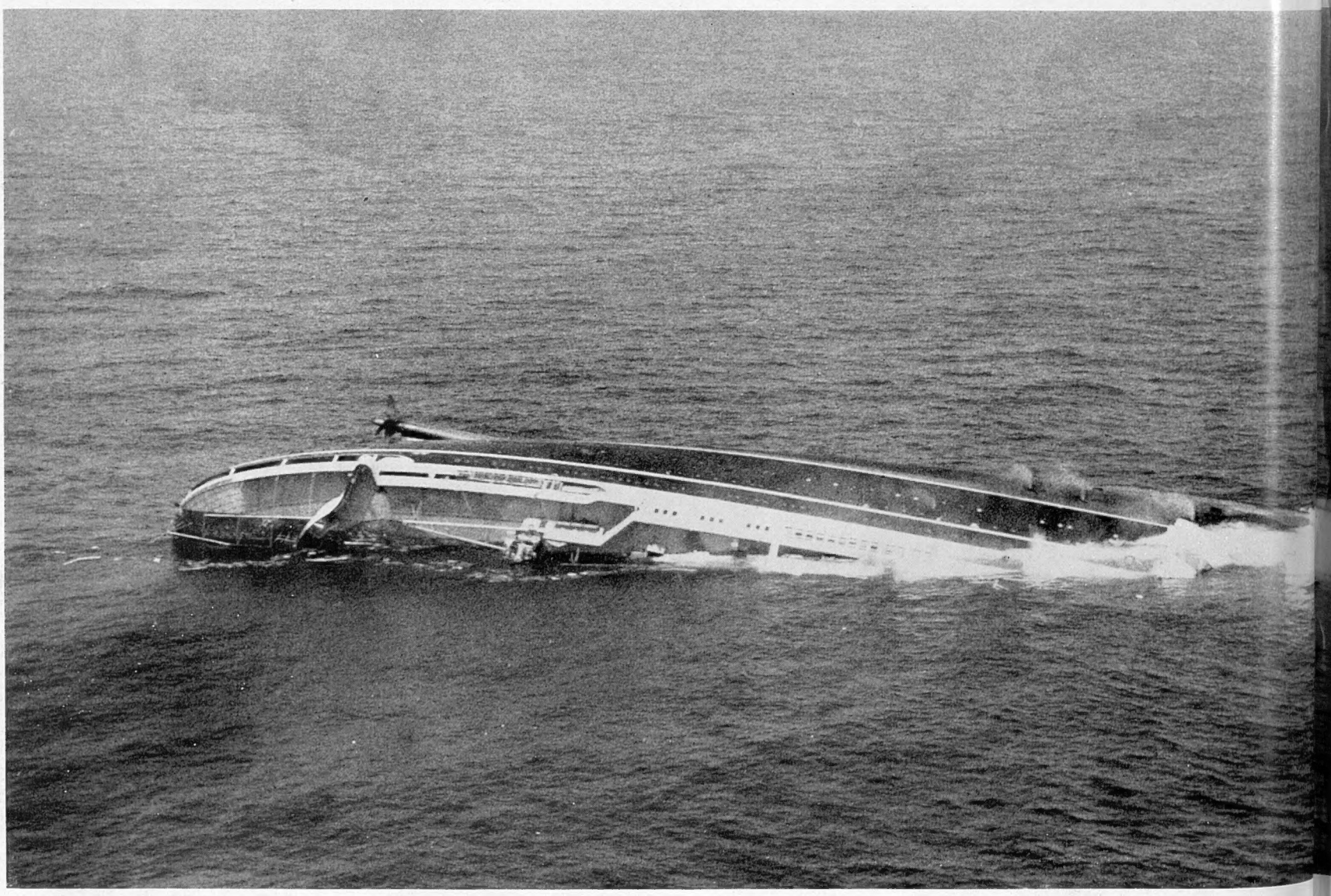
The causes of the collision will not be certain until the official inquiry into the disaster, but it would seem that there was an apparent failure in the radar systems of both vessels, although both sets were working at the time. It is possible that the then prevalent atmospheric conditions limited the range of the sets, but the sets should still have functioned well up to 15 miles.

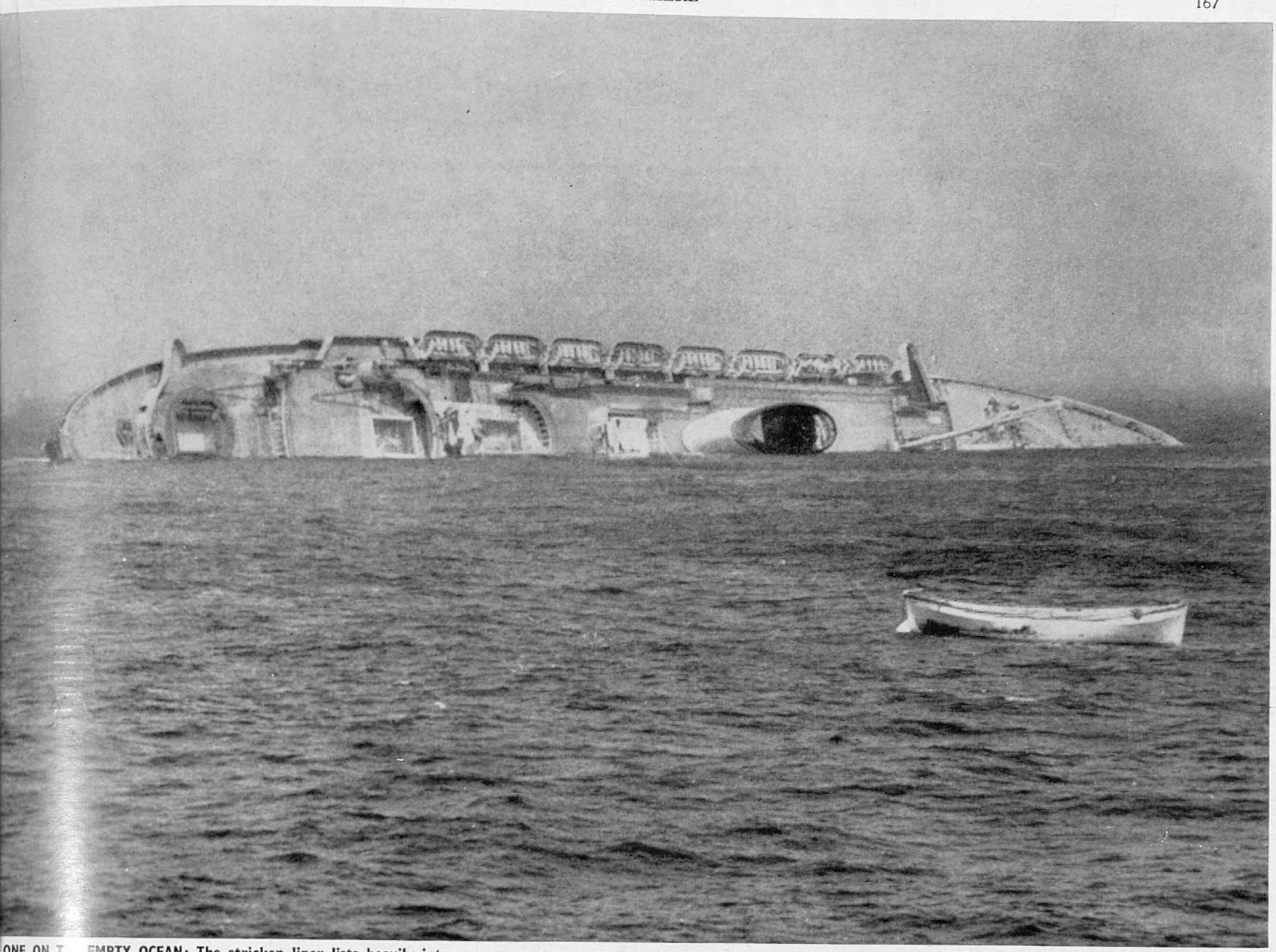
THE SURVIVORS FROM THE "ANDREA DORIA": The captain and members of the crew head for safety. *Below*—Two children sleep in deck-chairs aboard the *Stockholm* after their rescue.

THE SHATTERED BOWS OF THE "STOCKHOLM": This picture of the bows of the Swedish liner illustrates the tremendous force of the collision. Despite her severe damage she was able to proceed under escort to New York after joining in the rescue of the passengers from the stricken *Andrea Doria*.

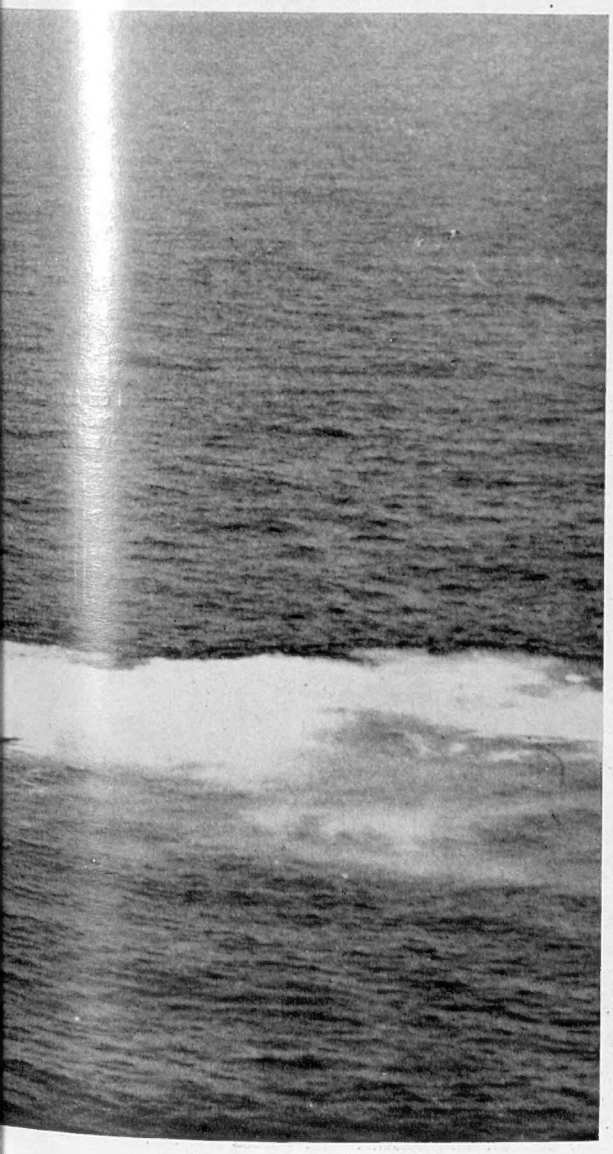
WAITING FOR THE END: The *Andrea Doria* lists heavily to starboard as a lifeboat full of the last crew members on board comes alongside a buoy tender in the North Atlantic. Although the vast majority of passengers and crew were rescued, there were many deaths and even more reported missing. *Below*—In a froth of debris and foam the ill-fated Italian luxury liner goes to the bottom. She went down in 225 ft. of water.

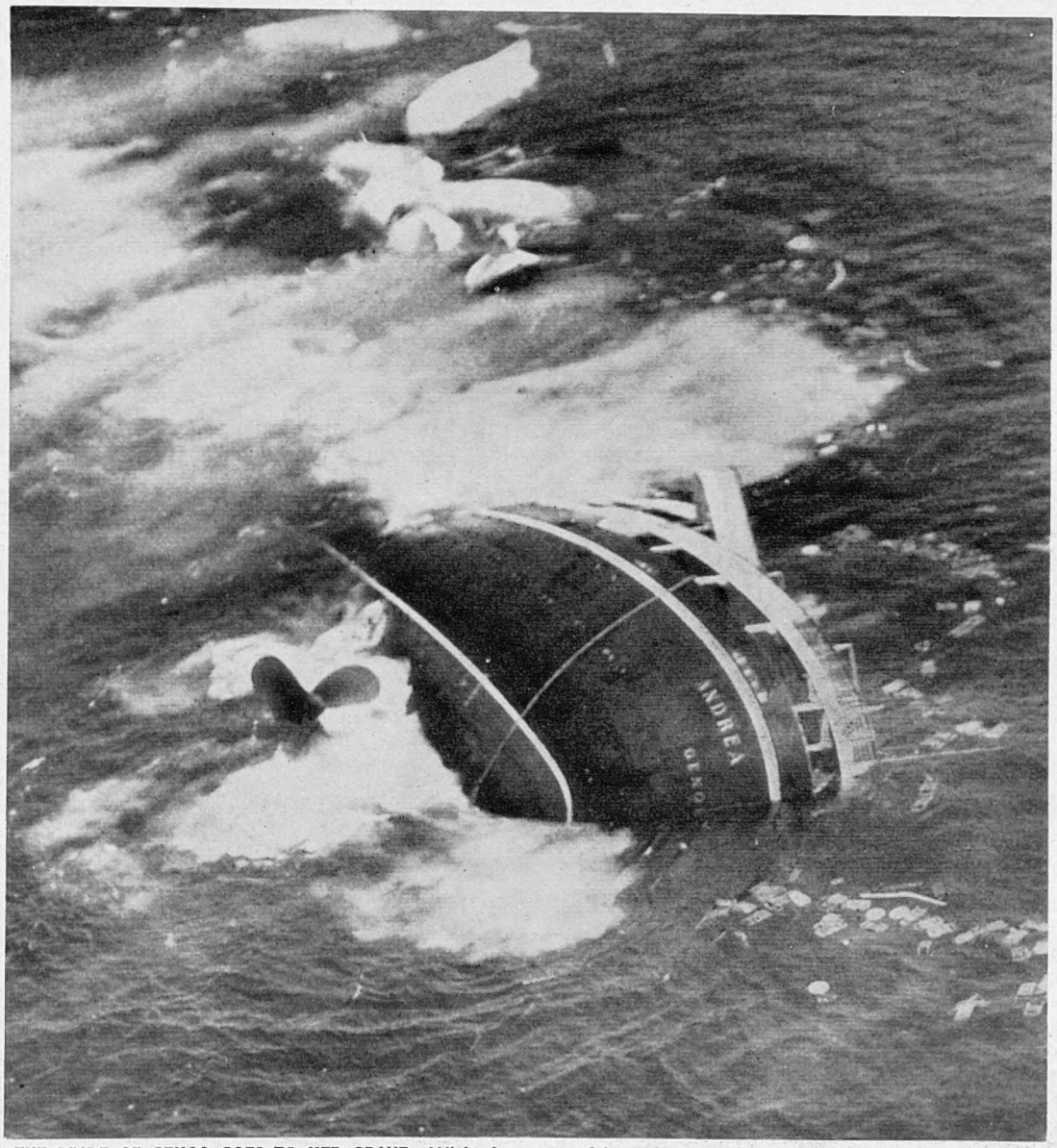
ATLANTIC COLLISION





LONE ON T EMPTY OCEAN: The stricken liner lists heavily into the oc a few moments before she went to the bottom. Her last m es afloat were watched by planes and small craft of the U. Coast Guard which had helped in the rescue. A heavy e of the insurance is borne by London underwriters.

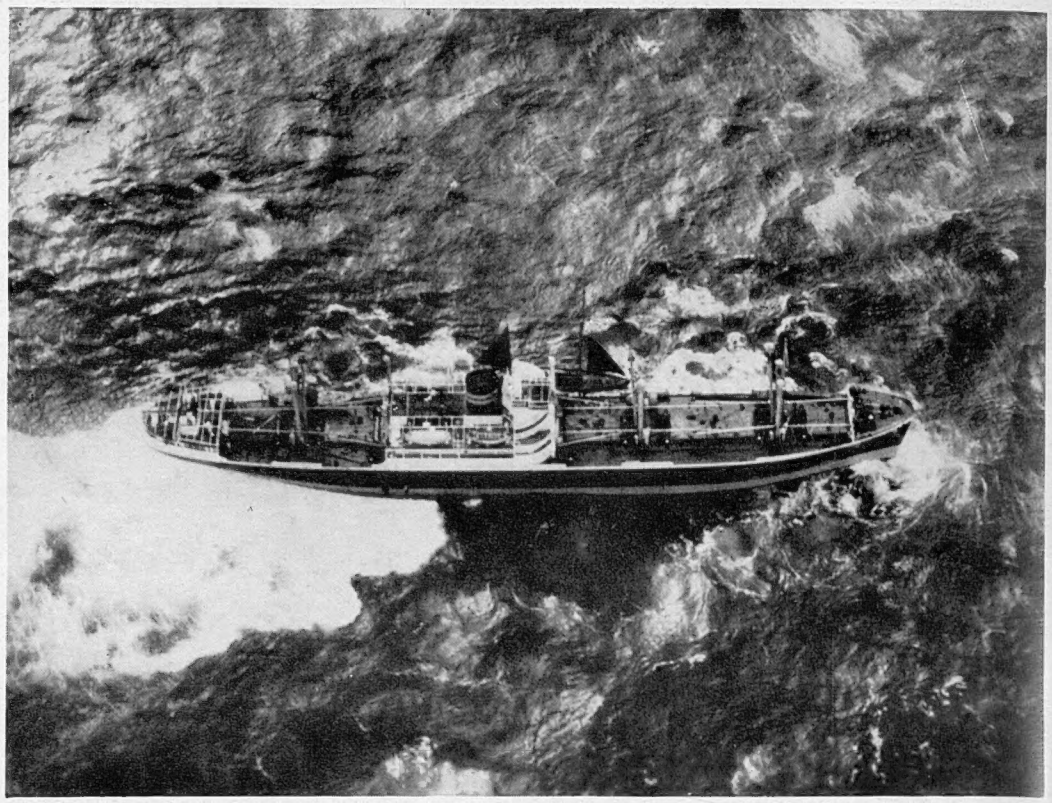




THE PRIDE OF GENOA GOES TO HER GRAVE: With the name of her home port visible on her stern the *Andrea Doria* goes under the Atlantic. Among the debris, the unused lifeboats on her port side break loose before the final plunge. The starboard list was too heavy for the port lifeboats to be lowered.

GALE HAVOC ON LAND AND SEA

Extensive Damage was Caused by Severe Gales and Heavy Rain During the Week-end

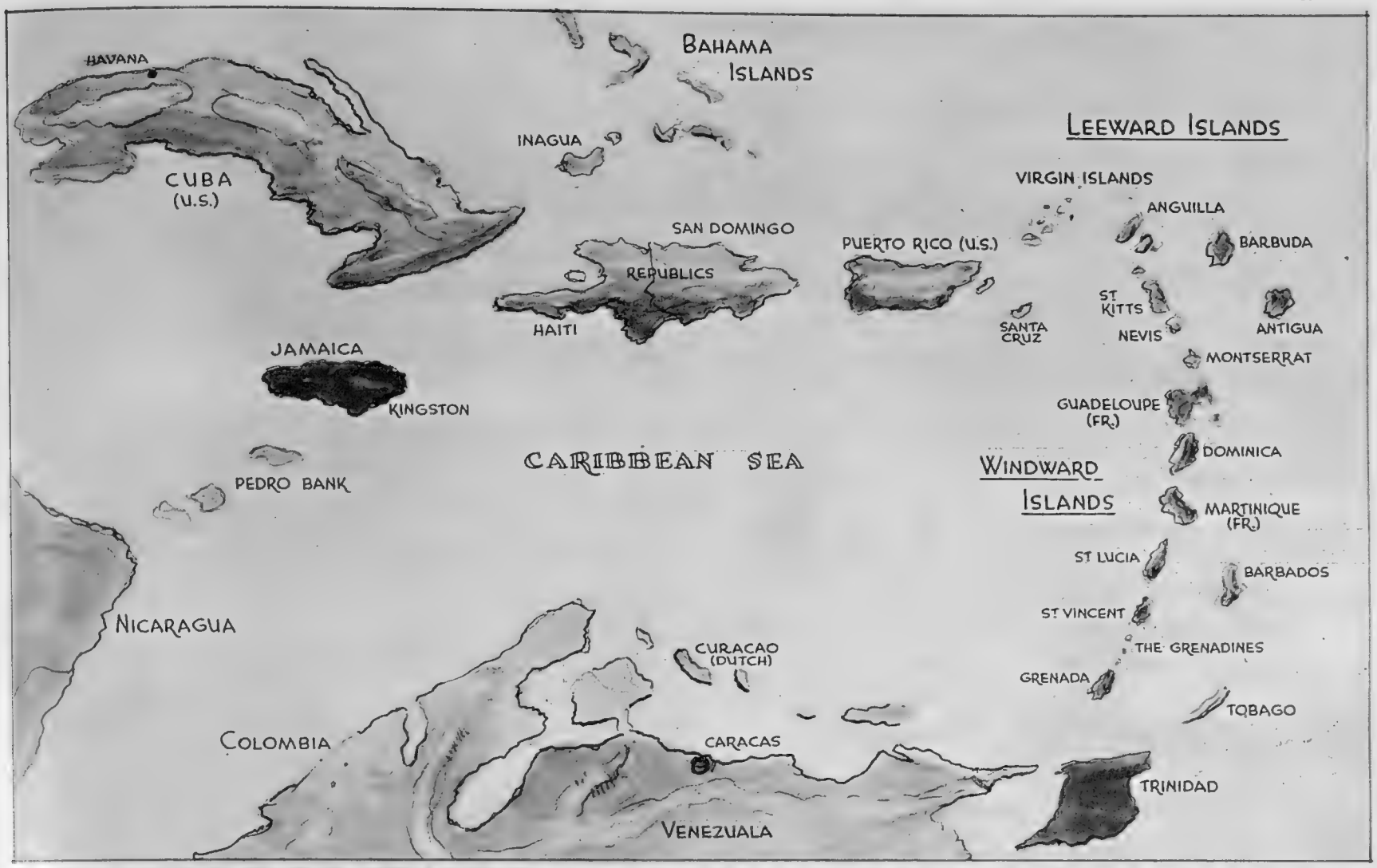


THE LOSS OF THE SAIL TRAINING SHIP "MOYANA": *Above* and *on left*—The 5,017-ton British ship *Clan Maclean* closes in on the stricken vessel in the English Channel to take off the twenty-three on board after the order to abandon ship during the severe storm last week-end. Among those rescued were fifteen cadets who were at sea for the first time. The 103-ton *Moyana*, which was returning to Southampton after winning the Torbay–Lisbon race in July, was finally abandoned some thirty miles off the Lizard. She was later taken in tow by the frigate *Orwell*, but sank sixty miles due south of Portsmouth. The master of the *Moyana* described the rescue work by the master of the *Clan Maclean* as "superb." All the crew were taken off in seven minutes.

THE DUNGENESS LIFEBOAT RETURNS AFTER ASSISTING THE BRITISH COASTER "TEESWOOD": A stretcher is lowered from the lifeboat which had rescued ten of the crew of sixteen from the capsized ship. Six others were picked up by the vessel *B.P. Distributor*. One man was killed. During the rescue operation an Israeli tanker poured oil on to the sea to help calm the waters.

ALL HANDS TO THE RESCUE: The 50-ton yacht *Tilly Twin* is hauled on to the beach at Bognor Regis after being blown aground while competing in a cross-Channel race. All seven members of the crew are safe.

GALE DAMAGE ON LAND: *Left*—The main A5 London—Holyhead road in the Nant Ffrancon Pass, Caernarvonshire, between Bethesda and Capel Curig, is blocked by a landslip during the storm. Several cars were stranded between heaps of rubble and had to be abandoned. *Right*—A falling tree wrecked a car in the Bayswater Road, Paddington, but the passengers escaped serious injury. One branch of the tree—a 70-ft. elm—fell on the bonnet, and another just missed the rear bumper.



THE MEMBER STATES OF THE NEW BRITISH CARIBBEAN FEDERATION: Jamaica, the Leeward Islands (excluding the Virgin Islands), the Windward Islands, Barbados and Trinidad and Tobago are to start as a Federation in 1958. The Bill empowering this evolution is now before Parliament. The islands of the Caribbean were the first area of America to be explored by Europeans. To-day the larger ones are independent and the remainder are divided among Britain, France, the United States and the Netherlands.

There will always be a slightly romantic flavour about the phrase "the Caribbean." The islands scattered in the sea to the east of Central America were the home of the original buccaneers and many of us, recalling our boyhood reading, will still think first of the Caribbean as an area peopled by dark-skinned pirates, and desperadoes. But mature adult judgment must reject such a vision to-day. The reality is vastly different. Trinidad provides one of the great essentials of our world—oil—and most of the British part of the Caribbean is about to embark on a modern constitutional experiment.

Regarded geologically, the Caribbean is almost an inland lake surrounded by a perimeter of dormant or waning volcanoes. Columbus landed in the Bahamas and the sea takes its name from the Carib tribe of Indians who inhabited some of its islands. It is not surprising that the oldest part of America in terms of European exploration should still be politically divided in its loyalties. There are independent states such as Cuba and Haiti; and France, the Netherlands and the United States have their spheres of influence as well as Britain. The four nations are joined together in the Caribbean Commission, which is an international advisory body.

The British Caribbean possessions are grouped in the Bahamas, the Leeward Islands, the Windward Islands, Jamaica and Trinidad and Tobago. (These are the West Indies.) On the American mainland are Honduras (Central America) and Guiana (South America). Away to the north, a solitary but important speck in the Atlantic Ocean is Bermuda. Each colony has a long, highly individual and often stormy history.

Within the last few months considerable progress has been made in a constitutional experiment. This is a plan for a Caribbean Federation. Earlier this year sixteen delegates from the West Indies came to London for a conference with Mr. Lennox-Boyd, the Minister for the Colonies. Their purpose was to discuss the form this Federation should take and at the conclusion of their deliberations many of those present declared that they felt they had been present at "the birth of a nation."

From the agreement reached at the London conference the British Caribbean Federation Bill was drawn up and is now passing through Parliament. It is intended that the Federation should be inaugurated early in 1958.

Not all the British possessions in the Caribbean are coming into the Federation and the rights of those staying outside have been safeguarded. The Schedule to the Bill shows these colonies as included in the Federation:

Jamaica; Barbados; Trinidad and Tobago; the Leeward Islands of Antigua, Montserrat, Saint Christopher

(*Continued on following page*)

CARIBBEAN FEDERATION

British West Indian Islands are Preparing to Become a Federation

Illustrated by PERCY HOME

THE GEOLOGICAL SURROUNDINGS OF BRITAIN'S PROPOSED WEST INDIAN FEDERATION: *Left*—The map shows how massive volcanoes and craters in Mexico and Central and South America and the chain of West Indian islands form a natural surround for the Caribbean Sea and the islands which will form the British Federation. *Right*—The West Indian chain, from St. Kitts, in the north, to Grenada, in the south, can be seen in the shape of a rib-bone. The word "soufrière" indicates a dormant or waning volcano.

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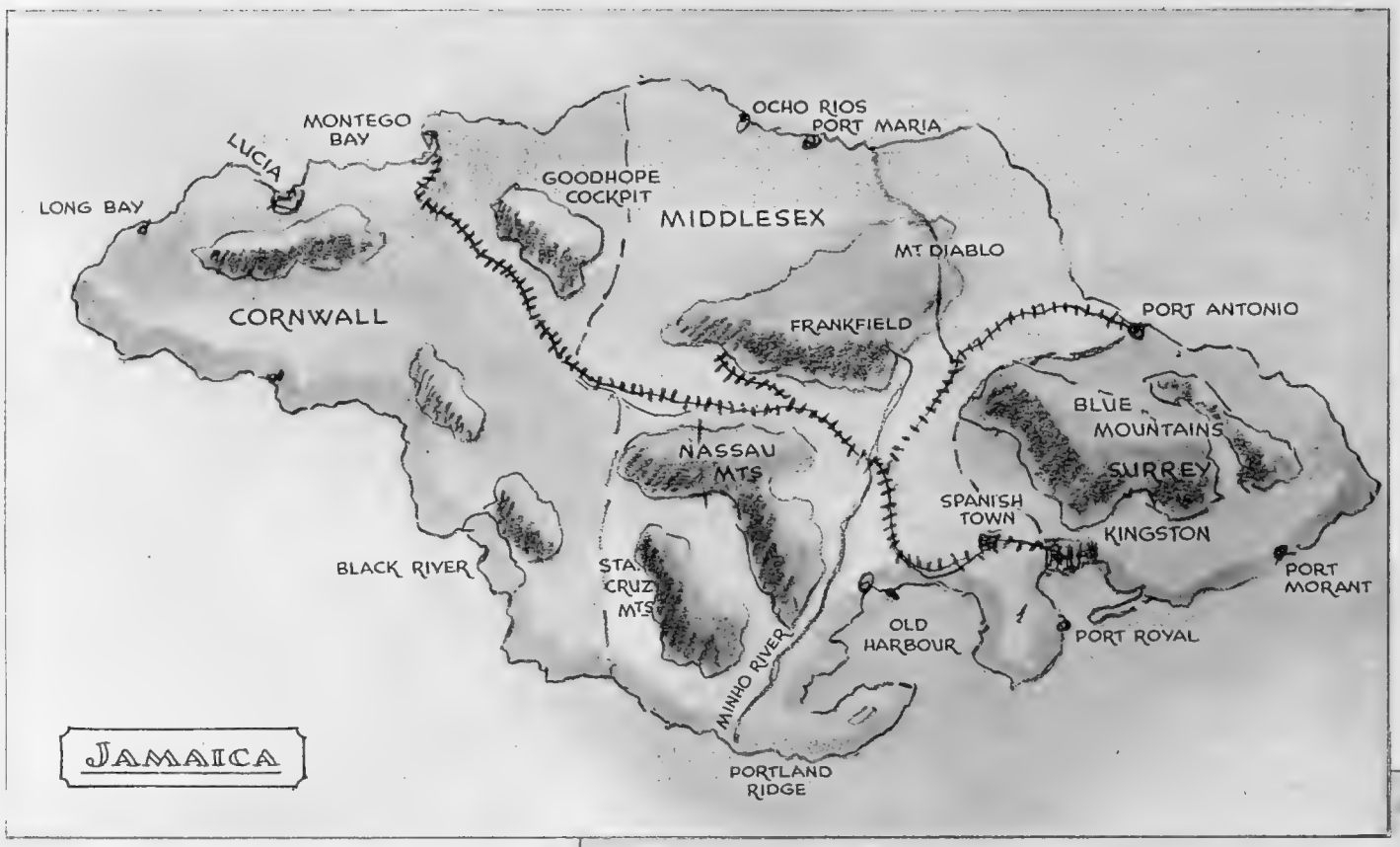


On left—

JAMAICA WILL BE THE LARGEST COLONY IN THE CARIBBEAN FEDERATION: The island is divided into three counties—Cornwall, Middlesex and Surrey. From the coasts a series of ridges ascend to mountains. In the Blue Mountains of Surrey the highest peak is 7,402 ft. Many rivers come down from the heights and help to make the 4,411 sq. miles of Jamaica a pleasant land. Montego Bay, in the north-west, is a pleasure resort for the wealthy.

Below—

THE POSSIBLE FEDERAL CAPITAL IN GRENADA: St. George, in the south-west of this West Indian island, has a fine deep harbour. Although a decision has yet to be made about the capital of the proposed Caribbean Federation, the majority opinion seems to favour Grenada, of which St. George is the chief town. The island, with an area of 133 sq. miles, is mountainous and healthy. Its natives still speak a French *patois*, a reminder that it belonged to France until 1783.

CARIBBEAN FEDERATION

(*Continued from previous page*)

(Saint Kitts), Nevis and Anguilla; and the Windward Islands of Dominica, Grenada, Saint Lucia, and Saint Vincent. The Bahamas are not in the list, nor are the Virgin Islands, which are part of the Leewards. British Guiana, Honduras and Bermuda also remain outside, but regarding these three the Federal Constitution provides for their subsequent entry.

A nation has been born, but its parents and teachers still have much to consider about its welfare and upbringing. With the main principle resolved, discussions are now taking place regarding the details of the Federation. According to Mr. Hare, it is to be a federation on the Australian pattern. There will be a Federal Parliament; but the local elected assemblies of the colonies will continue to have their functions. There will be a Federal Law and a Federal Court and, of course, a Federal capital. Financially, Britain has undertaken to help in the economic development.

Much remains to be settled. But it is permissible at this juncture to look at the members of this latest of British Federations and examine their individualities.

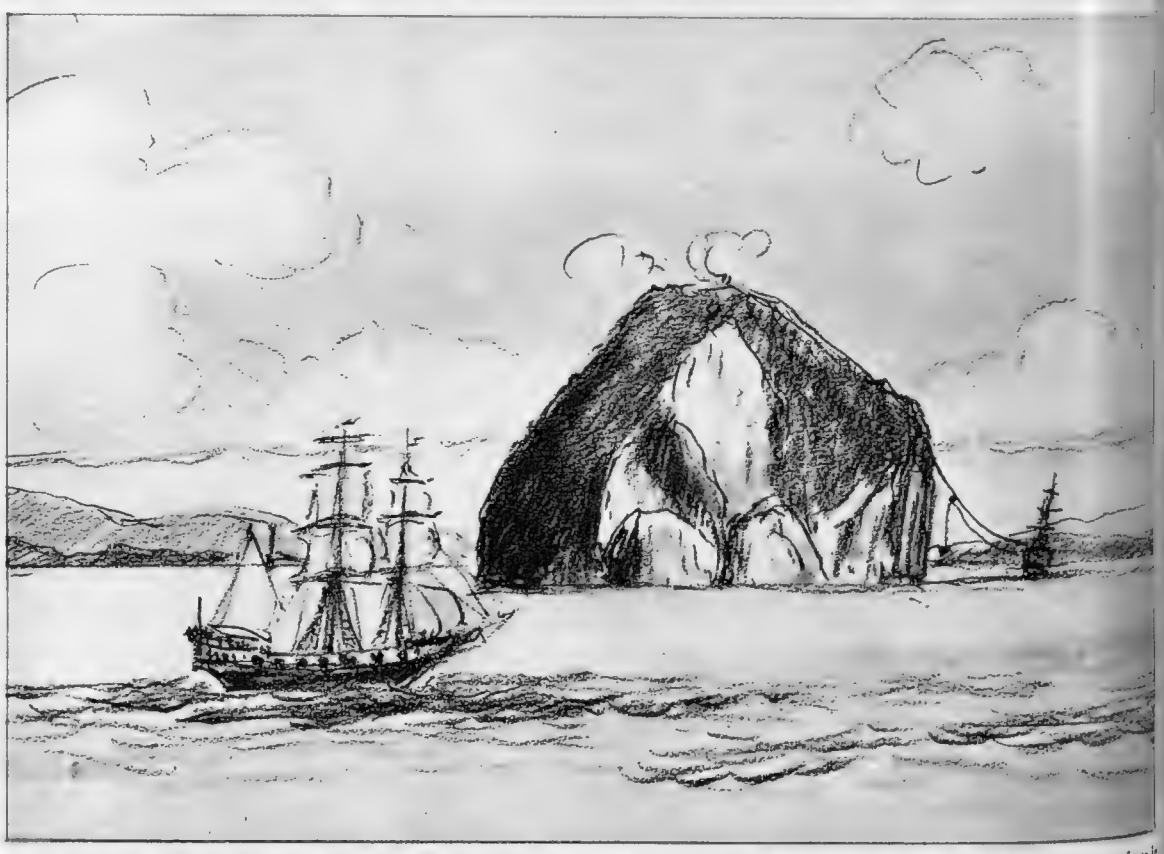
The first need is for a Federal capital. This has not yet been decided, but the favourite seems to be Grenada. This Windward Island is one of the most beautiful of the West Indies. The climate is pleasant and the soil is fertile. Down the centre of the island runs a wooded range of mountains, volcanic in origin and rising to 2,751 ft. The majority of the population of 80,000 (the figure includes the inhabitants of some of the nearby Grenadines) engage in agriculture, producing for export such commodities as coffee, sugar, cotton and rum. St. George, the chief town, has a deep-water jetty, and would presumably become the Federal capital.

The largest member, in size, of the Federation, will be Jamaica. Its population earns its living in a variety of ways. Kingston, the principal town, is an important airport for many of the world's airlines and there are numerous good harbours round the coast. Jamaican rum, sugar and bananas have an international reputation. The island also possesses minerals—bauxite and gypsum are mined—and less known is the progress which has been made in recent years in breeding dairy cattle.

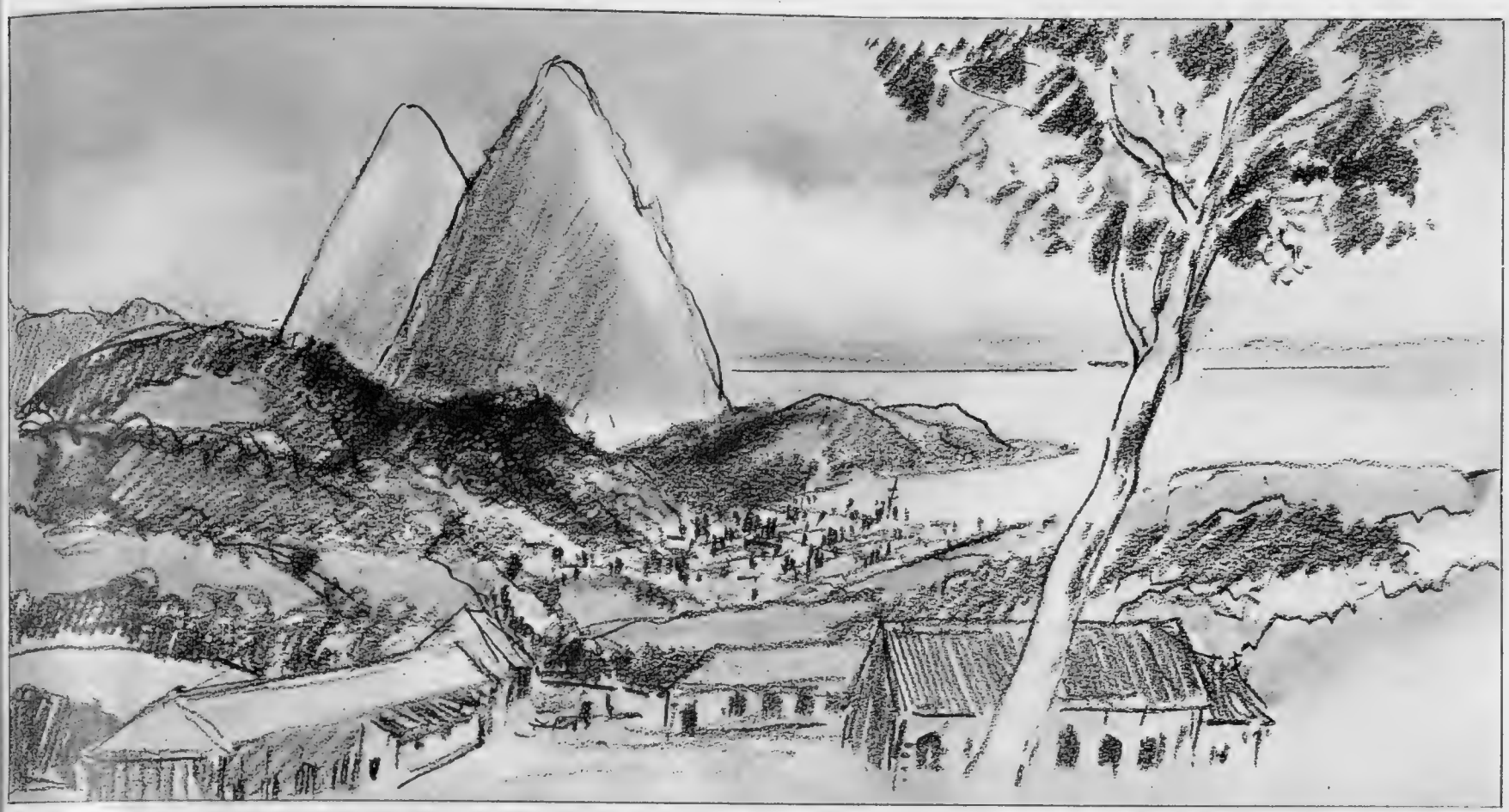
However, it is the smaller island of Trinidad which will undoubtedly be regarded as the wealthiest member of the Federation from the economic point of view. For Trinidad, possesses oil. Her exports in 1955 were worth over £92,000,000 and much the greater part of this sum came from oil. It is yet too early to say whether or not the Caribbean Federation will view with favour the recent acquisition by America of control of the Trinidad Oil Company.

There is no reason to suppose that the lesser members of the Federation will be overshadowed by their bigger brothers. Most of them are agricultural communities, exporting sugar, molasses, cotton, fruit and, in some cases, timber.

The Caribbean Federation is to be a means, not an end. It is intended, as Ministers have said in Parliament, to be an expression of the good will of the people of Britain. In the words of Mr. Hare, " it is an essential start in preparing the West Indies for full membership of the British Commonwealth, a goal which everyone wishes them to achieve."



AN INCIDENT WHICH WILL BECOME PART OF THE FEDERAL HISTORY: The artist has drawn his impression of the famous siege in 1803 of Diamond Rock, off Martinique, which is seen in the background. H.M.S. *Centaur* is sending supplies by rope to the 120 British defenders at the summit of the rock. They held out for eighteen months. All the members of the future British Caribbean Federation have had highly individual histories and each can offer economic wealth to the new group.

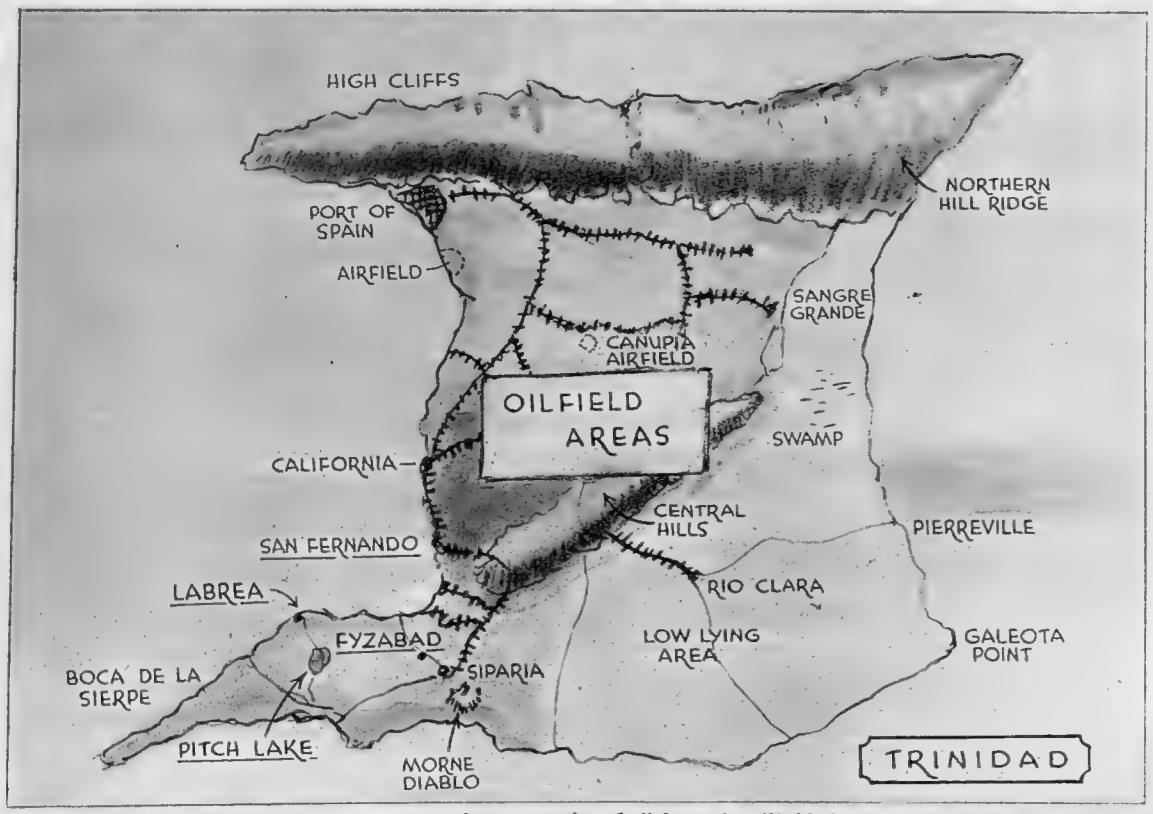


THE PITONS OF ST. LUCIA: These steep peaks are a feature of the second largest of the Windward Islands. The larger of the cone-shaped rocks is 2,619 ft. high and the smaller 2,461 ft. The pitons are an indication of a volcanic origin. In the eighteenth century St. Lucia was the scene of constant fighting between the British and French, and it often changed hands until it finally became a British possession in 1803. However, French is still the language spoken by the natives. The harbour at St. Castries is recognised as one of the finest ports in the West Indies, and an air base is leased to the Americans on the island.

On left—

"THE GIBRALTAR OF THE WEST INDIES": Brimstone Hill, in the Parish of St. Thomas, in St. Kitts (or St. Christopher), in the Leeward Islands, needs no explanation for its nickname. It is another West Indian volcanic rock. St. Kitts, with Nevis and Anguilla, forms a Presidency with a total area of about 170 sq. miles and a population of around 54,000. The island was the first possession of the British West Indies to be colonised. To-day it is cultivated for sugar, the green estates sweeping inland all round the coast.

THE MOST EASTERLY MEMBER OF THE FEDERATION: Barbados takes its name from the Portuguese word for the bearded fig tree which the original discoverers found everywhere on the island. The main port and the capital is Bridgetown.



THE WEALTHIEST MEMBER: Trinidad exports a large quantity of oil from the oilfields in the centre of the island. The acquisition of control of the Trinidad Oil Company by American interests has recently been the subject of controversy in Parliament and in the British Press. However, it seems probable Trinidad will benefit from the deal. Pitch Lake, near St. Brea, in the south-west, is a strange natural phenomenon from which asphalt is obtained.

BRITAIN'S CAR STRIKE

Some Pictures of the Union Picket Lines at Work Outside Factories of the B.M.C. and Briggs Motor Bodies Works

The British Motor Corporation's sudden dismissal of several thousand redundant workers without consultation or compensation resulted in the strike of 20,000 of its employees. For some days before the Minister intervened in the dispute and the majority of the strikers went on their official fortnight holiday, there were ugly scenes outside the Corporation's factories, where the picket lines frequently went to extremes in their efforts to prevent transport lorries leaving or entering. Several incidents took place, and but for the firmness of the police, who had far from an enviable task, bloodshed could not have been avoided. The official holidays occurred at a very convenient moment from the point of view of allowing tempers to cool.

The intervention of the Ministry of Labour was in the form of an invitation for the disputing parties to meet Sir Wilfrid Neden, the Chief Industrial Commissioner to the Minister. The sudden move came as a surprise not only to the unions but also to some Members of Parliament, for it followed almost immediately a statement in the House by the Minister, Mr. Macleod, that he could not move from the customary procedure, and that he would be willing to intervene only if invited to do so.

STRIKE MEETING AT COVENTRY: Striking workers of the British Motor Corporation attend an open-air union meeting close by one of the Corporation's plants at Coventry. Early reports indicated that a large number of union members defied their union's orders to strike and remained at work. The "official" strike started because the Corporation refused to reinstate or compensate 6,000 dismissed workers.

On right—

THE POLICE TACKLE THE SQUATTERS: A posse of constables struggles with a group of strikers who are trying to block the way of a transport lorry trying to enter one of the Austin factories at Birmingham. The strikers sat down in the roadway.

PICKETS TRY TO STOP A LORRY: Women join in an attempt on the part of a picket line to immobilise a lorry by removing the leads, outside the gate of the East Works of the Austin car factory at Longbridge, Birmingham.

RUNNING THE GAUNTLET: Members of the picket argue fiercely with a worker as he leaves the Austin factory at Longbridge, Birmingham, for his lunch. The union strike call was only partially answered.

STRIKERS ON THE MARCH: Led by men bearing placards appealing, in various terms, to non-strikers to join the stoppage, a party of strikers takes part in a march outside the Austin factory at Longbridge. Those on the picket lines were not always prepared to use such relatively peaceful means to advertise their grievances.

POLICE ACTION AT LONGBRIDGE: A motor-cycle policeman and a constable remove a striker who had thrown himself in front of a lorry to prevent it entering the works.

AN INCIDENT AT DAGENHAM: Police escort a picket away from the gates of the Briggs Motor Bodies works at Dagenham. There were several disturbances here.

"PERSUASION" AT THE GATES: A worker is met at the gates of Briggs Motor Bodies works at Dagenham, as he turned up for work after the factory had decided to strike.

DEFYING THE UNION LEADERS: A crowd of workers run through the line of pickets and strikers as they leave the Austin factory at lunch-time. They were subjected to shouts of "scabs" and "blacklegs."

A WOULD-BE "HERO": A striker throws himself to the ground in front of a lorry at the Austin works in Birmingham. The man was dragged by police from underneath the lorry and escorted away. The lorry eventually succeeded in entering the works after the police had cleared a way through the pickets.

STRIKERS AND NON-STRIKERS: Strikers watch in silence at the Morris factory at Cowley, Oxford, as those workers who had refused to take part in the redundancy strike cycle home after their day's work. The factory has now closed down for the official holidays.

DOCKERS REFUSE TO HANDLE B.M.C. EXPORTS: Crates containing products of the British Motor Corporation lie untouched on the dockside at Southampton after the dockers' unions at Southampton, Merseyside and Avonmouth had decided they were "black."

THE RECONSTRUCTED RUE DE SIAM, BREST: Smart new shops and apartments line the Rue de Siam, one of the busiest thoroughfares of the French seaport and naval base of Brest. The city was vigorously defended by the Wehrmacht during the Allied landings in 1944 and was held in a state of siege from August 7 until September 19, 1944. Before the German troops holding the city capitulated they burnt and destroyed almost everything left standing after the shelling.

THE CITY'S NEW LOOK: These strikingly designed modern apartments rest on stilt foundations. The French architects who have been concerned with the rebuilding of Brest have taken the opportunity offered them to give the city a very modern and functional appearance.

REBUILDING BREST

The Great French Seaport and Naval Base Rises Again from the Rubble of the War

The problem facing the civic authorities of Brest after the Liberation of France was extremely acute. Out of 16,500 buildings in the city, some 5,000 no longer existed. Another 5,000 were 50 per cent. damaged and thousands of the others were in need of drastic repair. There was scarcely a building that was untouched by the relentless bombardment to which the city had been subjected. After the Allied landings in Normandy a series of pincer movements had cut off the seaport at the end of its peninsula. But the German garrison defended the city fiercely in a planned defensive action which lasted from August 7 to September 19. During that time Brest was completely surrounded by the Allied forces and was bombarded ceaselessly night and day. Before the Wehrmacht surrendered in mid-September they systematically blew up all the harbour and city installations.

BREST AS IT WAS: This was the state of the Rue Amiral Linois after the German surrender in the city. None of the buildings escaped damage

The immediate problem facing the French authorities was the housing of the thousands of homeless families who were living in cellars or the half-ruined shells of their homes. Many of the buildings which had been completely destroyed were apartment blocks and flats. Reconstruction on the partially damaged houses began at once. This was followed by systematically planned rebuilding as soon as the first urgent demands for homes had been met and fulfilled. In July 1947, however, the work received a serious blow when the cargo vessel *Ocean Liberty*, loaded with ammonium nitrate, caught fire while moored in the harbour and blew up. Twenty-five people were killed and a number injured. Added to which, all the buildings within a radius of 10 kilometres were damaged, some seriously, others

THE ADVANCING CITY: Tall blocks of modern apartment buildings tower on high ground overlooking rows of temporary makeshift homes. Much reconstruction work is still to be done, but the vital problems of finding accommodation for the thousands rendered homeless in 1944 are now past. New buildings, however, are still rising every year.

THE DOCK AREA AFTER THE BOMBARDMENT: Shell-battered buildings and warehouses, and rubble-littered roads were all that remained in the harbour districts after the fighting and shelling had raged from early August to mid-September 1944.

THE NEW NATIONAL BRIDGE: This modern structure has replaced the old bridge which was blown up by the Wehrmacht before they surrendered to the Allied forces surrounding the city. The port was often bombed during the occupation, for the Germans used it as a base.

only slightly. It was found, nevertheless, that reconstruction had to be restarted on some 5,000 buildings. To-day a lot still remains to be done, but fine blocks of apartment flats and shops are rising throughout the city every year.

Brest was for long a Breton port, and for fifty years in the fourteenth century it belonged to England. It was attacked several times by this country between 1513 and 1694, but an entrance was never made. Cardinal Richelieu made it a naval station, and from 1630 it was the chief naval base on the west coast. Its importance from the naval point of view has lasted down the centuries to the present day, when besides being one of the main centres of the French Navy it is also one of France's major commercial harbours.

MR. NIXON AS VICE-PRESIDENT

Mr. Stassen's Move to Nominate Governor Herter for the Vice-Presidency is Rebuffed

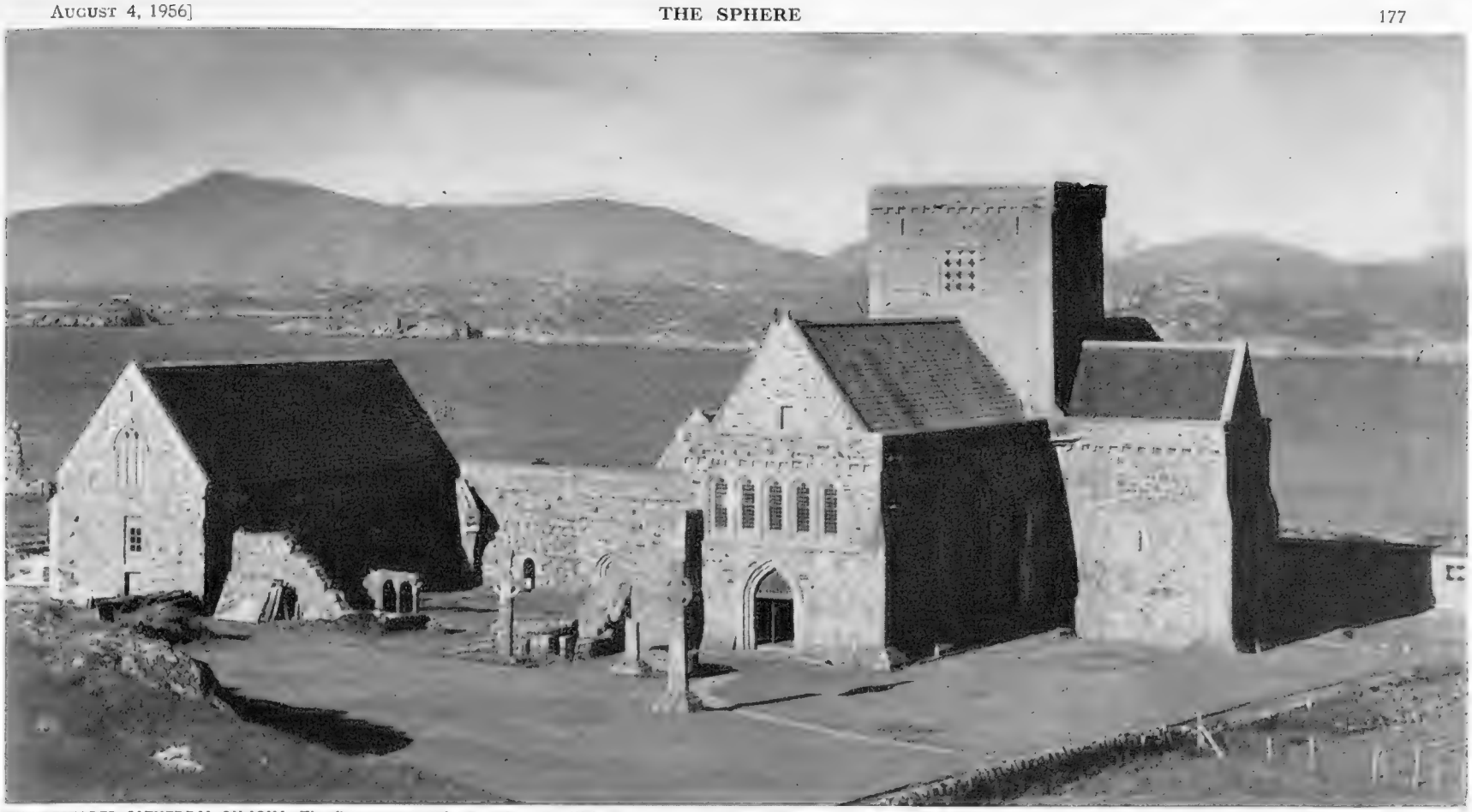
PRESIDENT EISENHOWER AND MR. NIXON: The Vice-President of the United States greets Mr. Eisenhower after his arrival at National Airport, Washington, from the Panama Conference. This was the day following Mr. Stassen's announcement that he would campaign to have Mr. Nixon dropped as candidate for the Vice-Presidency. He stated that he would ask the Republican Party to support Mr. Christian Herter, the Governor of Massachusetts, as the party candidate. The next day Mr. Herter announced, in his turn, that he would nominate Mr. Nixon as the Republican candidate at the party's national convention which is to be held soon in San Francisco. This rebuff to the move by Mr. Stassen has added to the growing demand among the Republicans in Congress that he should be asked by President Eisenhower to resign. Mr. Stassen has stated, however, that he made the suggested nomination of Governor Herter on a private basis and does not think that he should be called on to resign from the Eisenhower "family."

THE CORDIAL HANDSHAKE: The President and Vice-President shake hands at the airport in Washington on Mr. Eisenhower's return from the Panama Conference. The President seemed to go out of his way to be friendly with Mr. Nixon, whom he greeted warmly and spoke to for several minutes.

THE SUGGESTED CANDIDATE: President Eisenhower is shown in this picture with Governor Herter, of Massachusetts, who was Mr. Stassen's suggested candidate for the Vice-Presidency. The Governor, however, refused to stand.

MR. STASSEN MEETS THE PRESIDENT: Mr. Eisenhower greets Mr. Stassen on his return to Washington. The night before, the latter had announced his nomination of Governor Herter, of Massachusetts, as Vice-President.

RUNNING FOR A SECOND TERM: Mr. Eisenhower leaves Gettysburg College after a meeting with Republican leaders, at which he told them that he was prepared to run for a second term. On right is Senator Knowland (California), and on left, Representative Martin (Massachusetts).



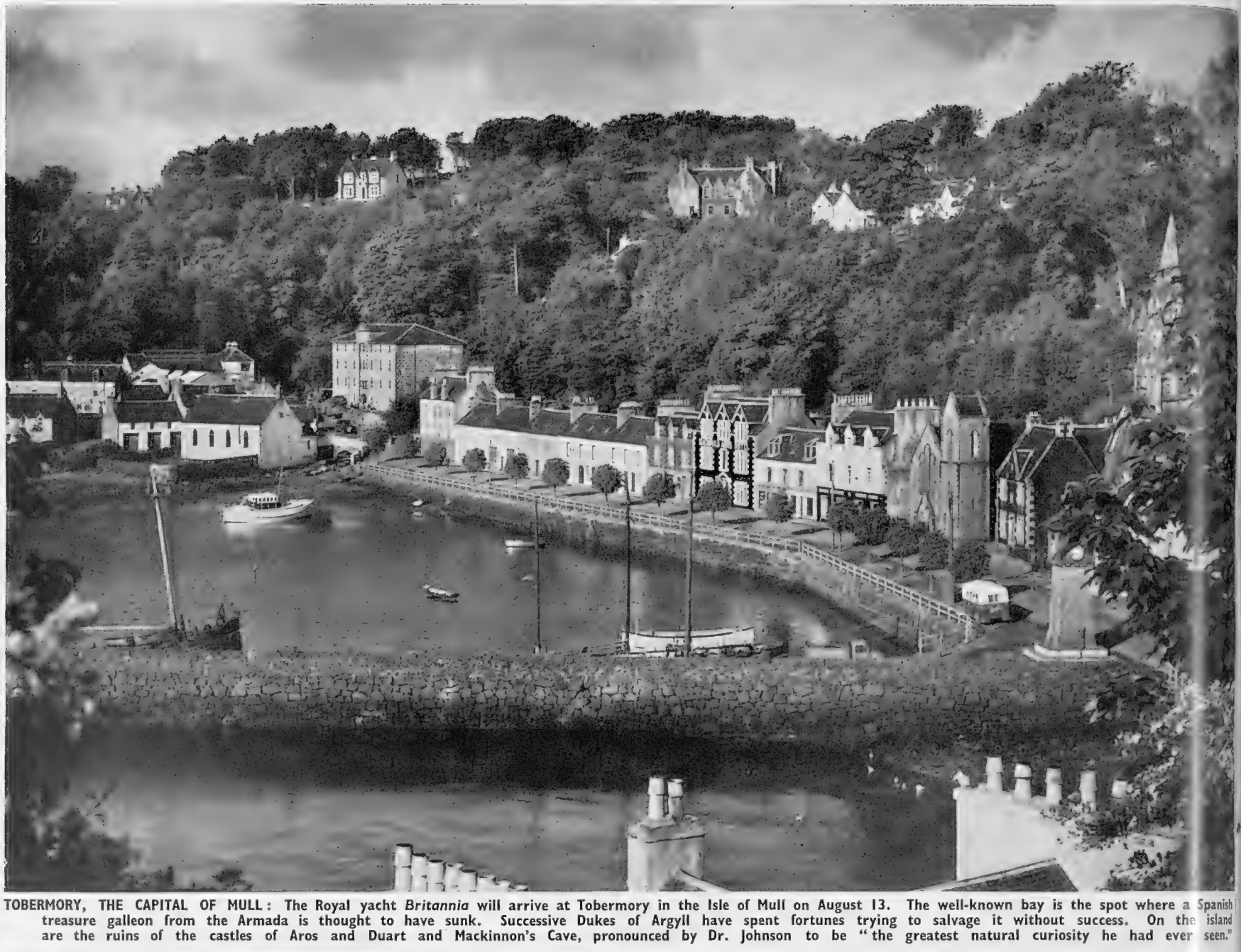
THE RESTORED CATHEDRAL ON IONA: The first stop on the Royal tour will be at Iona on August 12 where, it is said, lie the remains of forty-eight of Scotland's kings. It was on Iona that Saint Columba landed from Ireland to found the monastery from which the wandering monks set out to convert the savage Picts and Scots.

SCENE OF A ROYAL TOUR

Her Majesty and the Duke of Edinburgh Tour the Western Islands of Scotland this month

The Queen's tour of the Western Isles of Scotland this month will not be the first made by a Sovereign to these beautiful parts. Royal visits have not been frequent but Victoria made one during her reign, although it was rather shortened by the bad weather and the Queen's dislike of sailing. Perhaps the most extensive one was that made by James V of Scotland in 1540, before the Union. His visit to the Isle of Skye is commemorated in the name of that island's capital, Portree, the King's Port. A Royal fugitive found his way to the Western Isles two centuries later. Bonnie Prince Charlie, escaping from the English after the defeat of the Jacobite forces at Culloden in 1746, sought refuge there. It was with the help of the immortal Flora MacDonald that he eventually succeeded in escaping to France. During the forthcoming tour the Royal party will attend a service in the Cathedral on Iona as did Prince Albert on the Royal cruise of 1847. At the end of the tour the *Britannia* will sail from Stornoway for Leith, where the Queen will live on board during her visit to Edinburgh for the opening of the Festival.

OBAN, ARGYLLSHIRE: Oban curves round a beautiful and almost landlocked bay, which, sheltered from every wind by the island of Kerrara on the west, and by the high shores of the mainland, forms a perfect harbour, crowded in summer with yachts and steamers. It was visited by Dr. Johnson in 1772 when little development had taken place. Now it is the great tourist centres of the Isles, possessing splendid facilities. The *Britannia* will arrive at Oban on August 13.



TOBERMORY, THE CAPITAL OF MULL: The Royal yacht *Britannia* will arrive at Tobermory in the Isle of Mull on August 13. The well-known bay is the spot where a Spanish treasure galleon from the Armada is thought to have sunk. Successive Dukes of Argyll have spent fortunes trying to salvage it without success. On the island are the ruins of the castles of Aros and Duart and Mackinnon's Cave, pronounced by Dr. Johnson to be "the greatest natural curiosity he had ever seen."

SCENE OF A ROYAL TOUR

THE ISLE OF SKYE: One of the finest scenes on this isle is Lake Coruisk, the "stern, dread lake" of Scott's *Lord of the Isles*, lying at the foot of the Cuillin Hills. Skye is, for the most part mountainous and covered with scrubby moors, but there is some arable land.

THE ISLANDS OF HARRIS AND LEWIS: A group of fishing vessels unload their catch at Tarbert Pier, which comprises the southern portion of the Island of Lewis and a number of adjacent islets. In the right background that forms the inner harbour of Stornoway, Isle of Lewis, will be seen by the Queen on Aug. 18 w

PORTREE PIER, SKYE: One of the steamers plying between the Western Isles lies at Portree Pier, Isle of Skye. It was in one of the caves near Portree that Prince Charles concealed himself when hiding from the English after Culloden.

On right
CASTLEBAY, ISLE OF BARRA: The ruins of Kisimul Castle, for centuries the fortress stronghold of the chiefs of the MacNeils, stand guard over the waters of the bay. The *Britannia* will drop anchor close to the ruins.

pier, Isle of Harris. This isle
right—The quiet backwater
18 when she visits the island.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

A Plain and Earnest Address to Britons.—So runs the title of a battered twelve-page pamphlet dated 1792 which I discovered recently. It interested me because it continued: *Especially Farmers, on the Interesting State of Public Affairs in Great Britain and France—by a Farmer.* It turned out to be a diatribe against Tom Paine's *Rights of Man* and the doctrine of equality as applied by the Jacobins. Almost certainly Arthur Young was the author, although the violence of the language and some of the opinions point to Cobbett. But would Cobbett have written this: *There is in this country a spirit of attention to the labouring part of the community far beyond what is the case in any other kingdom in the world. The heart and the purse of the employer is never shut against the distresses of his industrious labourer. The liberality of the affluent hath in every quarter provided hospitals for the diseased in mind and body; schools for the ignorant and untutored; and bread for those who are not able to earn it for themselves. The peasantry in England, when honest and industrious, are the happiest upon the face of the earth.*

This is a little hard to swallow when one thinks of the facts, for this was the era of the Great Enclosures. No fewer than 5,500,000 acres of open field and common land were enclosed in George III's reign, with the admitted result that we managed to produce enough food for our rapidly-rising population and to offset the Napoleonic blockade. But at what a cost! Arthur Young later saw the economic necessity of enclosure, but he deplored the social misery it caused. "All I know," said his labourer, "is that I had a cow and an Act of Parliament took it from me." So it is a little difficult to reconcile the complacent verbiage of the pamphlet with his latter-day sentiments.

Cobbett never deviated from his hatred of enclosure and the commercialisation of agriculture. Although revolutionary in tone, he was curiously enough a Tory at heart. He bitterly resented the intrusion of monied people into the countryside, who took up farming for profit or prestige. With all their arrogance, he admired the old landed proprietors and the strict hierarchy of rural society, and he looked upon the system of open field farming as a great social benefit.

However poor he might be, a countryman had his arable strip and his rights of pasture and pannage, so that he could always eat and feed his family. After enclosure, he lost his property and became a landless labourer dependent upon parish relief, and was savagely repressed when he complained.

It is often difficult to follow Cobbett's arguments, he hated so many things, including paper money and the spread of London, the great wen. If only he could see it now! But I think he genuinely believed that, if enclosure had been humanely carried out, many peasants could have become small freeholders, supplementing their income if need be by working for their larger neighbours part-time. It didn't happen and it probably wouldn't have worked out, although the idea was tried in some places with parish farms and poor's allotments—that is, land reserved for the benefit of the poor of the parish. So much for my reflections upon a Plain and Earnest Address!

The Rural Pamphlet.—The practice of publishing pamphlets seems almost to have died out—accounted for, no doubt, by the rise in printing costs, the difficulty of distribution, and the competition of other media, especially radio. After all, a broadcast talk reaches millions, whereas a pamphlet nowadays is lucky to have a circulation of 1,000, probably 100 is nearer the mark for some. In the old days, however, they were the chief means of imparting information and ideas. Some of the early farm improvers wrote what amounted to pamphlets, which were republished and plagiarised for centuries.

One of my favourites is the Elizabethan Thomas Tusser, who wrote *A Hundred Good Points of Husbandry*, later expanded to *Five Hundred.* It is a sensible directive on farm practice all the year round, written in verse. In one of the two dozen or so stanzas which relate to each month, he gives the following advice for August:

> Reap well, scatter not, gather clean that is shorn
> bind fast, shock apace, have an eye to thy corn;
> Load safe, carry home, follow time being fair,
> gove (store) just in the barn, it is out of despair.

Not much wrong in that. And he enjoins the housewife:

> No shewing of servants what vitailes in store
> shew servants their labour, and shew them no more.

Tusser is distinguished for his good sense. He lacks the fantastic strain that ran through all agricultural writing until a very late day and did much to discredit it in the eye of the practical farmer. Samuel Hartlib, in the seventeenth century, recommended that "the colicke or pain in the belly of oxen is put away in the beholding of geese in water, specially duckes." Another writer suggested the use of "the Elephant, the greatest, wisest, and longest-lived of all the beasts, very serviceable for carriage (15 men usually riding on his backe together)." An attractive, but not a very practical idea, I feel, for the ordinary English village.

Treatises on the social condition of the countryside multiplied all through the eighteenth and nineteenth centuries, and Cobbett must have written as many as anyone. His *Rural Rides* (which first appeared in his *Political Register*) are still the best description of rural life as he found it when riding about the southern counties, although his recommendations are far from clear. I followed with great interest Ralph Wightman's reconstruction of some of them on the radio not so long ago. Joseph Arch, the founder of the Agricultural Labourers' Union, also wrote well, and I have seen his pamphlet on the migration of labour in the 1880's.

Other than the rural Press, there is still scope for local publications, especially parish and church histories. I should like to see the clerk to the parish council become the journal-keeper of village affairs; some villagers are already publishing annuals of this kind.

Society of Brothers.—What has happened to this Society? So far as I can gather, it was German in origin, the Bruderhof, a group of Christian people dedicated to a communal way of life, based on farming. A branch was started at Ashton Keynes, in Wiltshire, in 1936, and took in the parent body which left Germany owing to Nazi persecution in 1937. A second settlement was made at Oaksey Park, and the movement seemed to be gathering funds and adherents. Then came the war, and silence, but I have an idea that the Society was uprooted once more and migrated to South America. Does anyone know?

I cannot help but admire people of this kind, but wonder for their future. Can they continue to live primitively in the midst of sophistications and the interdependence of modern society, with all its distractions?

More important, perhaps, can they live in isolation, when the State is making increasing demands upon the individual everywhere in the world? It is true one hears now and again of similar but older groups, such as the Hutterites, in Canada, who prosper and spread. They originate, I understand, from a Moravian sect founded at Herrnhut, in Saxony, in the eighteenth century, and were portrayed in the film *49th Parallel.*

Langaller.—This is the name of my farm, and everyone tries to interpret it as though it were of Celtic origin, adding a second "l" at the beginning—Llangaller. It is not so. It simply means "a long grove of aller or alder trees." When we took over the place in 1947, the big, sloping field below the farm buildings had been a bog for centuries, and was infested with stunted alders and water-loving scrub and undergrowth. We gradually reclaimed it with the aid of a bulldozer and by putting in a field drainage scheme. There must be literally thousands of tile drains in that field. In some places we had to dig down as much as 6 ft. through peat and decaying vegetation to find a hard bed for the pipes, and then fill in with cartloads of stones to act as a filter under the top soil. But it worked, and we have quite a respectable pasture as a result.

The view reproduced on this page is from the south-east, looking towards the farm over the old "aller-bog." It is a drawing by my friend, Hellmuth Weissenborn, the graphic artist and book illustrator. He spent a long week-end making pastels of all the best angles of the farm, and so we now have an artistic record which photographs can never quite provide. The artist has conveyed not only the lush colours of midsummer, but the inherent pattern of sloping fields and short hills, so characteristic of the west Somerset countryside.

LANGALLER FARM, BRUSHFORD, SOMERSET: Hellmuth Weissenborn has sketched the view from the south-east looking over the old "aller-bog" towards Victor Bonham-Carter's farm in west Somerset. Since 1947 the big, sloping field below the farm buildings, which had been a bog for centuries, has been drained and reclaimed.

PRE-WAR COMMUNAL LIFE IN WILTSHIRE: Members of the Cotswold Bruderhof are at work at a settlement on the Wiltshire and Gloucestershire borders. When this picture was taken in 1938 the community was farming 300 acres of land in the Cotswolds. In addition to horses they used oxen for draught purposes.

THE MURRAY RIVER BURSTS ITS BANKS IN SOUTH AUSTRALIA: This picture, taken from the air above the flooded town of Renmark, in South Australia, shows the widespread inundation which followed the bursting of the banks of the Murray River. In the foreground, on the left of the isolated road, is the town hospital which was cut off.

A River Bursts its Banks

Flood Waters Threaten Towns in Three Australian States

Heavy flooding in the three Australian States of Victoria, South Australia and New South Wales, has caused serious damage to property and crops throughout the towns and villages of the Murray Valley. One of the worst hit of the towns was Renmark, South Australia, where the Murray River burst through the outer flood defences and completely inundated large parts of the town. The hospital and some residential areas were isolated by the flood waters.

At Deniliquin the main levee bank gave way under pressure from the swollen river and the flood waters poured through the streets. Most of the northern residential areas had to be abandoned. Mildura, in Victoria, was another town which suffered heavily. The State authorities in Victoria say that an estimate of the damage in terms of money would be impossible. But the damage caused in the State by soil erosion has been officially described as the heaviest on record.

THE BREACH IN THE DEFENCES OF RENMARK: Swollen flood waters pour through a gap in the Baxendale bank, the mile-long earth dyke which serves as an outer defence for Renmark.

THE FLOODS IN TWO STATES: In this picture, taken from an aircraft flying over Lake Wol Wol, in Victoria, can be seen the extensive flooding that has followed the bursting of the Murray River. At the top lies Lake Victoria, New South Wales. Between the two lakes the Murray River threads its way through flooded land.

THE LATEST STYLE IN ARTIFICIAL MILITARY PORTS: The cables and their suspension are part of a De Long Sea Terminal. In the foreground an overhead car, or "sky tram," is taking stores ashore. The cables operate from an artificial port sunk in the sea at which ships are unloaded. The pictures on these pages were taken during a recent N.A.T.O. exercise at Talmont, in the Bay of Biscay. The American pier develops from Britain's war-time "Mulberry."

"MULBERRY'S GRANDCHILD"

N.A.T.O. Troops Exercise with Overhead Tramways from a New American Landing Pier

"Piers for use on flat beaches. They must float up and down with the tide." With this order, as early as 1942, Mr. Churchill set in motion the planning and construction which came to fruition in June 1944 with the spectacular operation known by the code name "Mulberry." This was the building and towing across the Channel immediately after D-Day of two artificial prefabricated ports, Mulberry "A" and Mulberry "B." Altogether, about 1,000,000 tons of caissons, breakwaters, piers and their ancillaries were transported without opposition across the sea. But when the Mulberries were safely established, the worst June gale for forty years blew up. The British, who were operating Mulberry "B," succeeded in weathering the tempest and the port continued to discharge valuable cargoes. But the Americans were forced to abandon Mulberry "A."

Nevertheless, from June 1944 it was obvious that the principle of Mulberry would continue to engage military minds. In twelve years it can be said there have been at least two generations descending from the first Mulberry.

The latest and most ingenious grandchild has been exercised recently in N.A.T.O. manœuvres at Talmont, in France. Known as the De Long Pier Sea Terminal, it is a ship-to-shore overhead tramway in use with the United States Army Transportation Corps.

The new Mulberry is a vast improvement on its famous ancestor. No longer is it necessary to think in terms of "piers floating up and down with the tide." The De Long Terminal has a pier which is supported by giant caissons sunk in the sea offshore and its platform can be raised or lowered to meet the tide or any other requirements. Firmly fixed in the ocean, it should withstand the fiercest weather. Nor is there need for a long causeway between the pierhead and the beach. The De Long Terminal overcomes this by a remarkable system of aerial tramways. Ships unload on the pier and men and materials are rapidly transported in the overhead "sky trams" to the depot on shore. Several piers can be established for use in a major operation.

On right—

STARTING FOR THE SHORE: A party of American soldiers sets out from the pier in the car suspended beneath the locomotive of the "sky tram." This installation can unload vast quantities, but it would be vulnerable to attacks.

AN EXER[illegible]E IN PROGRESS WITH "SKY TRAMS": In the sea off Talmont a De Long Sea Terminal has been sunk and a ship is alongside it unloading. Men and materials are carried in the sky [illegible]ars along the overhead cables to the depot which is being established in the foreground. Frames rising from the water support the cables and their great size means that high cliffs present no difficulties. The system is designed for use in war where existing docks have been destroyed by enemy action or where there are no harbours available.

THE LOCOMOTIVE OF THE "SKY TRAM": It has 135 h.p., is petrol-driven, can travel at 35 m.p.h., and carries a load of 10 tons on the platform below the single operator, who is in contact by radio with the central control system of the installation.

ON THE PIER: The caissons, which resemble rows of factory chimneys on both sides, are 6 ft. in diameter. A hydraulic system in the casings round them lifts the superstructure to the required elevation. In the exercise 5,000 tons were discharged at the pier in a day.

SCIENTIFIC NAVAL SHIPS

Britain's New Frigate and First Guided-Missile Ship both Carry the Latest Scientific Weapons

On right—
"SUBMARINES BEWARE": The asdic-controlled mortars prepare to fire from H.M.S. *Torquay* during her working-up trials in the Channel off Portland. She is the first of the six first-rate "Whitby" class anti-submarine frigates to be accepted by the Royal Navy. Her mortar system, which has the name of "Limbo," is her weapon against submarines, and the six barrels can fire in any direction. During the trials they were fired effectively around a buoy being towed by H.M. Submarine *Selene*. H.M.S. *Torquay* also showed the measure of her other armaments. With her 4·5-in. gun she scored several hits at a range of nearly seven miles on a sea-towed target, and her 40-mm. Bofors turret shot down a target towed by an aircraft. The frigate is evidence of the Admiralty's current policy of building small but speedy and powerfully-armed vessels capable of combating an enemy submarine menace and protecting convoys from attack by sea or air.

THE GUIDED-MISSILE SHIP SHOWS HER TEETH: The launchers for the missiles are mounted forward of the bridge of H.M.S. *Girdle Ness*, the Royal Navy's first guided-missile ship, which was commissioned at Devonport last week. The launcher can be trained and elevated and the weapons, raised into it by hydraulic power, are shot up its tracks. *Girdle Ness* is carrying out sea trials with guided missiles and the lessons learnt will be applied for the production of the guided-missile ships scheduled in the current Naval Estimates. It is believed that the tests will begin with sea-to-air weapons, as it is reported that the ship is being trained in the handling of "drones"—the pilotless target aircraft which are flown from land bases but controlled from a ship at sea. An unusual spectacle during the commissioning ceremony at Devonport was the presence among the uniformed naval officers and men of a party of some thirty civilian scientists. They will work aboard the ship with twenty naval scientists during the trials. These specialists are an addition to the normal complement of thirty-three officers and 360 ratings.

ONE OF BRITAIN'S LATEST WARSHIPS: The anti-submarine frigate H.M.S. *Torquay* is 370 ft. overall and has a beam of 41 ft. She was built by Harland and Wolff in Belfast. On her superstructure and mast she carries a mass of scientific equipment.

On right—
TO EXPERIMENT WITH NEW WEAPONS: The guided-missile ship H.M.S. *Girdle Ness* lies in Devonport after her commissioning. Technical equipment is crowded on her superstructure and a web of aerials hangs from her masts. The ship, was selected by the Admiralty for conversion to a special vessel for sea trials with guided missiles. Originally she was built as a landing-craft maintenance ship and keeps her old hull and engines.

A BELATED BLESSING

For the First Time in Twenty-eight Years a Pair of African Crowned Cranes have Produced a Chick while in Captivity in an American Zoo

SURPRISE EVENT: The baby chick which was produced by two African Crowned Cranes at the Washington Zoo, in Milwaukee, Wisconsin, takes a tit bit from the mouth of one of its parents. After being fed in this fashion for a few weeks it learnt to find its own food in the enclosure.

AT THE AGE OF TWO MONTHS: The chick, almost as tall as its parents, walks beside them round the pond in their enclosure. The feathery crest which marks the species can be seen beginning to appear. The zoo authorities are hoping that the parents can be persuaded to breed again.

OUT ON ITS OWN: The young chick finds its own way around the enclosure. After its birth the parents accompanied it everywhere and were most reluctant to leave it for a moment for fear it would fall or be attacked.

For twenty-eight years at the Washington Zoo in Milwaukee, Wisconsin, no chick had been born to the many pairs of cranes held there in captivity. Recently, however, the keepers at the zoo noticed an unusual activity in the tall grass of the bird enclosure. Three days later a pair of African crowned cranes emerged, carefully shepherding a fluffy chick. The adult cranes seemed as surprised as everyone else at what had happened, and kept inspecting their offspring to make sure that it was not all a mistake. They fed it in turns on titbits from the floor of the enclosure, guarded it from zoo visitors and kept it away from the pond in the enclosure. A few weeks of this daily care and the chick was able to find its own food and to find its way about its home.

The beautifully-coloured crowned crane from Africa, to which species the pair from the Washington Zoo belong, is probably second only to the peacock in popularity as an ornamental bird in the world's zoological parks. Its head is surmounted with a large tuft of spirally twisted yellow and white bristles tipped with black, and a patch of very short feathers, velvet-black in colour, rises from the forehead. The bare and white cheeks and the very smooth skin give the face a swollen appearance. This is contrasted with a conspicuous red wattle on the throat. Its smaller wing coverts are white and the others chestnut-red which form marked patches of colour when the wings are closed.

The home of the species is in West, Central and East Africa, where the bird is often found as a pet in the farms and gardens of the country people. They are water-loving birds and are seldom found far from the marshes and streams where they nest and sleep. Should there be cultivated land nearby they will spend much time there feeding on insects and dropped grain. Their flights to and from their feeding-grounds are astonishingly regular. Their time of passing is seldom more than five minutes either way of a fixed time.

The breeding-time is in summer. For this they construct a nest out of a large heap of trampled-down sedges or dry grass, preferably in shallow water in the middle of a reed- or sedge-bed. In the hollow on the top of the nest are laid the pale chalky-blue eggs. The usual clutch in Southern Africa is two eggs, but in Rhodesia it is three. The chicks, covered in buff and brown feathers, leave the nest within a day or two of being hatched. For a year they remain mottle-coloured and ungainly in their movements, after which they gain the plumage of their resplendent parents.

The popularity of the birds, especially as pets, in their native areas, is making them increasingly difficult to observe in their natural state in certain parts of Africa.

THE FAMILIAR SCENE OF COWES REGATTA, WHICH IS THE CLIMAX OF THE YACHTING SEASON: H.M. battleship *Vanguard* lies at anchor off the Isle of Wight. In the foreground is th Royal Engineers' yacht *St. Barbara*. This picture was taken in 1950 when *Vanguard* was acting as guard ship for the Regatta. The battleship has now joined Britain's othe naval vessels in this class in the reserve fleet. In this year's Regatta at Cowes, which starts to-day, the guard ship will be the fast anti-submarine frigate H.M.S. *Grenville*

THE COWES TRADITION

The Greatest Yachting Regatta in the World is now Starting and Maintains its Unchangeable Tradition

By UFFA FOX

Photographs by Beken of Cowes

THE Isle of Wight forms a natural breakwater and gives a semi-sheltered stretch of sea some 30 miles in length and 5 miles in width. Its protection has helped to develop the important naval dockyard of Portsmouth and it has been a vital factor in the growth of the great port of Southampton. It is an anchorage which in the past potential invaders of our shores have often planned to capture (the Duke of Medina Sidonia with the Spanish Armada is an example). Coming to peaceful and pleasant purposes, this stretch of water is the centre of the greatest yachting festival in the world—Cowes Week, which begins to-day (Saturday, August 4) and continues until next Saturday, August 11.

We can judge the suitability of the Waters of Wight as a sailing ground by looking at some of the great clubs which sail there. The Island Sailing Club has always lived at Cowes, but four others of our greatest clubs also have close associations with the town.

The Royal Yacht Squadron naturally chose Cowes as its headquarters when it was formed. The Royal London Yacht Club, as one would expect from its name, held its early regattas on the London river. But as the steamer developed, it was driven from the Thames and moved its headquarters to Cowes, where it has lived happily ever after.

The Royal Corinthian Club, with its great interest in International racing, has its headquarters on Burnham, in Essex. But it also has a Cowes branch and a clubhouse in Cowes.

The Royal Thames Yacht Club, though it has its clubhouse in London, has also been driven off the Thames for regattas and now all its regattas are held on the Solent.

The yachting year in Northern waters starts off at Genoa in the late winter and in the early spring there are races in the Mediterranean. In the British waters, we do not start racing and having regattas until May, except the few hardy ones who race throughout the year. Cowes Week is the climax of all this racing. The six-metres and the five-and-a-half-metres and some of the other classes, which are International have been testing their strength against each other in the south at Genoa and Cannes and farther north at Havre and still farther north on the Clyde. All have been developing boats and gear for the great and final battles of Cowes Week, which this year promises extra excitement, for it is the last big regatta not only of the season, but also before the Olympic races in Melbourne.

There are many reasons for the unique importance of Cowes Week. First of all it has grown up round the world's premier yacht club, the Royal Yacht Squadron. With its four regatta days it dominates the week, and, through its courtesy, some other yacht clubs giving regattas in the week are able to use its starting line—the Royal Southampton Yacht Club; the Royal London Yacht Club and the Royal Southern Yacht Club (from Hamble). The Royal Thames Yacht Club uses the starting line of the Royal London Yacht Club and the Island Sailing Club has its own line. On the Friday of Cowes Week, there is the Royal Town of Cowes Regatta. All these clubs combine to give a splendid week's racing.

Another reason for the popularity of Cowes Week is that the school holidays have begun, Parliament is in its summer recess and the law courts are on vacation. In fact everyone is on holiday. In the social calendar Cowes comes between the racing at Goodwood and August 12, when the grouse shooting starts, and this is in an ideal position. But above all its popularity is due to the fact that it has been graced by members of the Royal Family throughout its history, and once again this year Her Majesty's yacht *Britannia* will be at the regatta.

The pattern of the week has remained unaltered for a great many years, with one exception. The Royal Southampton Yacht Club this year starts the regatta as usual on the Saturday before the Bank Holiday, using the Royal Yacht Squadron's starting and finishing line. To my mind it is the best line in the world for a regatta. The officers of the day have one foot on shore and one on sea.

SIX-METRES SAILING IN THE SOLENT: The two British yachts, *Royal Thames* (left) and *Marybelle*, are followed by two Americans, *Thistle* and *Ondine*. These six-metre boats are splendid for racing because they have enough sail area to drive them in light weather and enough power to enable them to stand up to their sail in a strong breeze.

SPINNAKERS IN THE WIND: In the foreground is *Fireflame* and behind is *Cinderella*. The spinnakers are made of the lightest possible materials. Often they are torn and practically all racing craft carry needle and thread for temporary repairs.

A MIX-UP OF CLASSES AT THE START: From the left are a Dragon, a Swallow, a Hornet, another Swallow and a Flying Fifteen. With about 500 yachts starting each day at Cowes, it is not surprising that the classes sometimes become mixed on the starting line, although different courses are set for the majority of them. The presence of liners, power boats and pleasure steamers adds to the helmsman's difficulties, and enjoyment of the fun, on the Solent.

ROYAL RACING YACHT: The Dragon-class *Bluebottle* is owned by the Queen and the Duke of Edinburgh. This picture gives a fine impression of the grandeur of the sun, sea and sky in the Solent. At Cowes Regatta this year there is every hope that *Bluebottle* will add to her already fine record for the season. She is regarded by many experts as a possible selection in the British team for the Olympic Games. She is a yacht which delights in stamping her way out to windward in a breeze of wind and would be well suited to the conditions of the Olympic races at Melbourne. The Duke of Edinburgh is to open the Games on November 22.

A VISITOR FROM SPAIN: The *Mare Nostrum* storms along with twin sails set during her visit to Cowes Regatta last year. The two sails are set in the same area as a large Genoa, but the luffs stand much tauter. Often a combination of two head sails such as this gives a better result than does a large single head sail.

ney are stationed on the northernmost point of the Isle Wight and have behind them the solid comfort of the oyal Yacht Squadron's castle. But with their long asses they can range the Solent seas.

The only recent innovation in Cowes Week is that ace the war the Royal Thames Yacht Club has luffed its regatta on the Sunday of the week, and so now stead of this being the day of relaxation, it is a day of cing. This racing takes place from the Royal London acht Club's starting and finishing line, less than 100 yards om the Squadron's line.

Monday is the Royal London Yacht Club's Regatta d is also the Bank Holiday, and from now on and roughout the rest of the week we are back on the Royal acht Squadron's starting line.

Tuesday is the first day of the Royal Yacht Squadron's four days of racing for the week and on this day the Royal Yacht Squadron takes the larger classes and the Royal London Yacht Club the smaller, for on each of the Royal Yacht Squadron's days the 500 starters are split into two groups.

Again, on the Wednesday, August 8, the Royal Yacht Squadron take the larger, and the smaller ones start with the Island Sailing Club across their line. These two lines are only some 150 yards apart.

Thursday, August 9, has exactly the same programme.

Friday, August 10, is a day of jollification, as this is the day of the Cowes Town Regatta. Though the Royal Yacht Squadron again takes the larger classes, the Cowes Town Regatta cater for the smaller. In the afternoon, the Cowes Town Regatta arrange rowing races and a duck hunt, and at night the whole island comes on to the Cowes front to see the wonderful firework display.

Saturday, August 11, is the final day's racing, given by the Royal Southern Yacht Club for all classes from the Royal Yacht Squadron's line. It is a day touched with sadness, for it is the end of the week and now friends from all over the world will be parting for their homes.

It is an important date for the Royal Ocean Racing Club, for it sees the start of their race from Cowes to San Sebastian, in Spain, down channel to Ushant and then clear across the Bay of Biscay. This is a wonderful race which, with a sou'wester, will take the ocean racers off soundings and out into deep water. The departure of these ocean racers southwards is the sign that another glorious Cowes Week has come to a close.

INTERNATIONAL SHOW JUMPING AT THE WHITE CITY

Pictures of Leading Performers at this Year's International Horse Show in London

THE OUTSTANDING RIDER OF THE INTERNATIONAL HORSE SHOW: Mr. W. Steinkraus, of the U.S.A., is on First Boy. With this horse and with his second choice, Night Owl, he was the only rider to jump clear rounds in the King George V Cup.

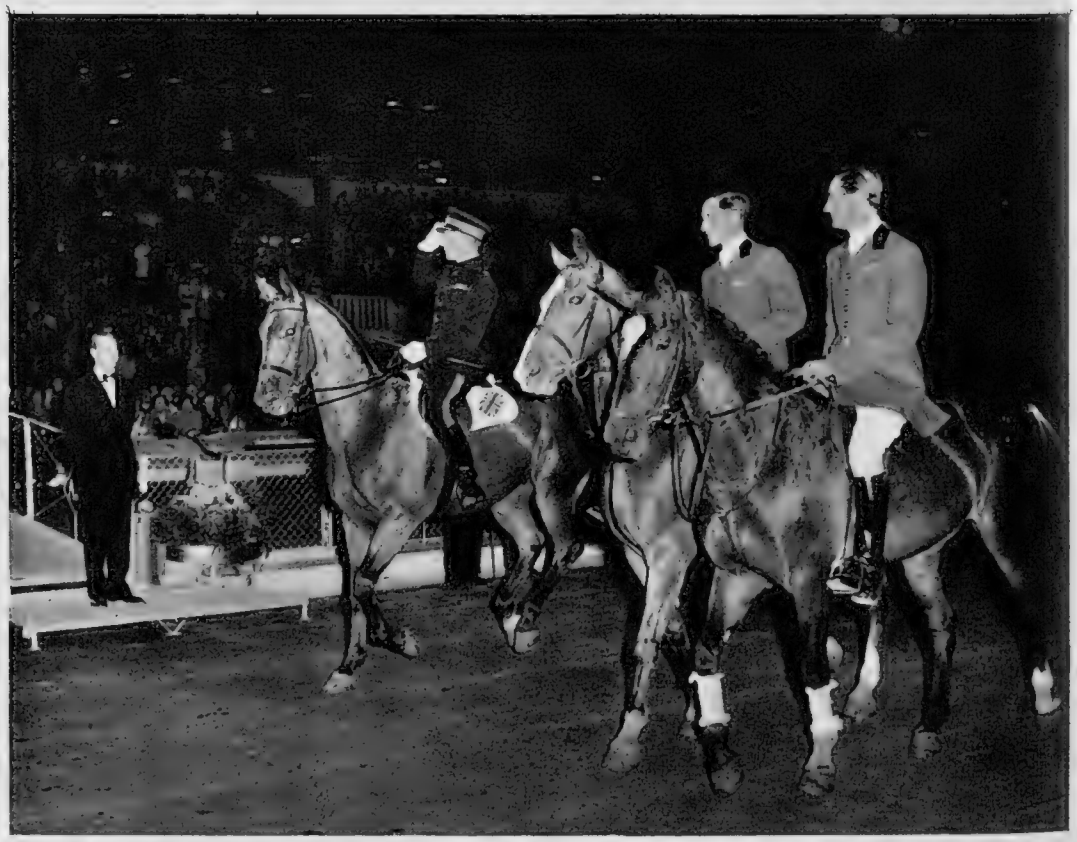
There was no question of the pre-eminence of Mr. W. Steinkraus among the riders at this year's International Horse Show. In the premier individual jumping event for men, the King George V Cup, he was the only rider with clear rounds, achieving a " double " with First Boy and Night Owl. He nominated First Boy as the winner. Mr. Steinkraus's quiet style of riding made a deep impression. Indeed, if he has any superiors in handling horses they can only be those two incomparables, Colonel Llewellyn and Mr. Wilf White. The leading British entries disappointed on King's Cup evening. However, Mr. White and Mr. Alan Oliver joined by Miss Pat Smythe and Miss Palethorpe won the Prince of Wales Cup.

A MEMBER OF A WINNING BRITISH TEAM: Mr. Alan Oliver takes a jump with Red Admiral during the Prince of Wales Cup—the Prix des Nations—at the White City. He was one of the British team which won this competition with 20 faults. Brazil (24 faults) was second and Turkey (48 faults) was third.

A HIGHLY SUCCESSFUL COMBINATION: Miss Dawn Palethorpe, on Earlsrath Rambler, jumps in the Prince of Wales Cup. She was in the winning team. Miss Palethorpe and this horse also won the Queen Elizabeth II Cup for the second year.

MISS PAT SMYTHE IN ACTION: Britain's Olympic rider competes on Carousel III in the London Trial Stakes. Although Miss Smythe did not have a very successful show individually, she shared in the British triumph in winning the Prince of Wales Cup.

THE PRIMA DONNA: Nizefela, with his equally famous rider Mr. Wilf White, clears an obstacle. This horse is a great favourite at the White City and much enjoys his popularity.



BRITAIN'S OLYMPIC EQUESTRIAN GOLD MEDALLISTS ARE HONOURED: The Duke of Edinburgh is saluted at the White City by the British team which won the Olympic Three-Day Event at Stockholm. From left they are—Lieut.-Colonel F. Weldon, Mr. A. E. Hill and Major L. Rooke. His Royal Highness presented them with gold spurs.

Manchester Test Match

England v. Australia at Old Trafford Produces a Game Unique in Many Respects

The pages of *Wisden* were frequently being thumbed by statistically-minded spectators during the Test match at Manchester. The game was unique from the moment it began, in the sense that it was the first time a clergyman had ever represented England against Australia at cricket. The Rev. D. S. Sheppard confounded the critics of the selectors in choosing him and delighted his multitude of admirers by establishing another record by becoming the first Clerk in Holy Orders to have scored a century in a Test match. But before this, Richardson (104) and Cowdrey (80) had improved upon their previous best as England's openers with 174.

At the end of the first day England had 306 runs for 3 on the board, scored by five amateurs. More references to *Wisden* revealed that this could not be paralleled in this century. On the second day Evans, with his 47 in twenty-nine minutes, came nigh to equalling the fastest 50 in Test cricket. Then, after the first Australian wicket had fallen at 48, came Laker's astonishing feat, which made all the previous proceedings seem mere *hors d'œuvre*. However, there was one point on which Manchester refused to consider a record—the weather. Rain washed out all but a few minutes' play on Saturday and allowed ample blank time for an unfortunate controversy to develop about the the wicket.

ANOTHER WICKET FOR THE RECORD-BREAKER LAKER: Burke is caught by Lock in the Australian second innings at Manchester. In the first innings Laker had claimed nine wickets, a record in England v. Australia Tests.

AN INCOMPARABLE BOWLING PERFORMANCE: Laker turns in appealing and the umpire raises his arm as Craig is out in his first innings in a Test match against England. He was one of Laker's nine first-innings victims.

THE REV. D. S. SHEPPARD AT THE WICKET: The first clergyman ever to play for England against Australia pulls a ball from Benaud during his magnificent first innings of 113. Going in first wicket down, he was ninth out in England's splendid total of 459 runs.

THE WICKET AT MANCHESTER WHICH BECAME THE SUBJECT OF CONTROVERSY: *Left*—A cloud of dust rises from the centre of the ground at Old Trafford as groundsmen prepare the wicket for the Australian first innings. *Right*—Mopping-up operations after rain stopped play last Saturday. The Australian collapse for 84 against spin led to widespread dispute in England and Australia about the preparation of the wicket. But for rain the Australians might well have been defeated on Saturday.

ROYAL FASHIONS

Summer Dress for the Queen and Princess Margaret During Engagements in London, Norfolk, and Surrey

NEW COLOURS FOR AN R.A.F. SQUADRON: The Standard for 207 Squadron is presented by the Queen to Flying Officer R. C. Haven during a visit to the R.A.F. station at Marham, in Norfolk. The Queen and the Duke of Edinburgh also inspected representative aircraft and units of Bomber Command and witnessed a fly-past. They also saw, under conditions of maximum security, an atomic bomb in the special storage area at the station. Details of the bomb and its power were explained to the Royal visitors.

ROYAL GUESTS AT A WESTMINSTER WEDDING: The Queen turns to talk with Princess Margaret as they leave the church after the marriage of Lady Kathryn Stanley, daughter of the late Right Hon. Oliver Stanley and Lady Maureen Stanley, and Mr. John Dugdale, son of Sir William and Lady Dugdale. In the centre is Lord Derby and, right, the bridegroom's father. On this occasion the Royal sisters chose similar dresses. The Queen wore turquoise silk and the Princess oyster pink silk.

PRINCESS MARGARET AT SANDHURST: Her Royal Highness presents the Sword of Honour for the best cadet to Senior Under-Officer A. C. D. Lloyd, of Ypres Company, during the annual Sovereign's Parade at the Royal Military Academy, Sandhurst. Lloyd also received the Queen's Medal for the first under-officer in the order of merit. *On left*—The Princess, in a figured ice-blue satin dress, with a small matching toque, takes the salute during the march past. With her on the dais is Major-General R. G. S. Hobbs, Commandant of the Academy. Also at the Ceremony were King Feisal of Iraq, the Crown Prince of Iraq, Mr. Head, Secretary of State for War, General Sir Gerald Templer, C.I.G.S., and General Ayub Kah Khan, Commander-in-Chief of the Pakistani Army, whose son was in the parade.

HIGH-SPEED ROADS

The "Canadian" in the Rockies; A Traffic Tunnel in Boston; A "Double-Decker" Road Bridge and a "Clover-leaf" Junction in Germany

ACROSS A CONTINENT IN UNDER THREE DAYS: The crack Canadian Pacific train *Canadian* crosses the Stony Creek Bridge, in the Selkirk Mountains of British Columbia. The rear of the train is in the foreground, with its scenic dome. Another dome can be seen towards the front. The train runs daily in each direction between Montreal and Vancouver, taking only a little over 70 hours for the journey of 2,881 miles. It is built of stainless steel throughout, and is air-conditioned. Each coach is named after a national park or a famous personage.

A NEW ROAD FOR AN OLD CITY IN THE UNITED STATES: Work begins on Boston's new central artery tunnel, which is being built under existing streets in order to relieve modern traffic congestion in the heart of this 300-year-old city. The tunnel will be nearly half a mile long, and will regain the surface where other streets cross it. When completed, the tunnel will form one of the world's widest motor roads, with eight lanes, each 12 ft. wide. The local Government of Boston has a number of projects in hand for what are called "urban motorways" which will allow traffic to pass rapidly through the centre of the city along wide, straight and uncluttered roads. The city of Rotterdam has similar plans.

ROAD IMPROVEMENT IN GERMANY: This new clover-leaf intersection is one of the latest improvements in Germany's fine system of autobahns. It is situated at Rhine Main Airport, near Frankfurt. Here two of Western Germany's busiest autobahns cross; that from Cassel to Munich via Frankfurt and Stuttgart, and the road between Hanover and Nuremberg via the Ruhr and Frankfurt. The intersection has enabled Frankfurt to be by-passed. The complex systems of roadways forming the intersection are a common sight in Germany and in America, where they are essential for preventing bottlenecks in fast, long-distance traffic. Britain has no roads or junctions of this type.

A "DOUBLE-DECKER" BRIDGE: Germany's first bridge with two storeys has just been completed at Kuventhal, north of Göttingen, in Lower Saxony. A long-distance bus from France can be seen crossing on the upper level. Over 200 yards long, the bridge is an original method of separating a heavy volume of mixed traffic which must otherwise all pass along the same road. The upper level takes fast, long-distance vehicles, while the lower road, 24 ft. wide, is intended for slower, local traffic, cyclists and pedestrians. The original bridge on the site was built between 1828 and 1831, and was inadequate to cope with the modern volume of traffic. The new construction may be the first of its type in Europe, and again no comparable scheme exists in Great Britain.

The Sphere of Travel

WHERE SUMMER LINGERS ON THE CONTINENT

Some Suggestions for Autumn Holidays in Europe

By GORDON COOPER

DURING the last few years, I have visited, in the autumn, several lovely parts of Europe. Last year, it was the French Riviera ; this year, it will be the Swiss lakes of Lucerne and Lugano, to be followed by a tour of Provence. I find that an increasing number of people are now taking late holidays. They are wise, for apart from the climatic harmony of this season, there are other points in its favour. The most important of these is that in the autumn one is ready to relax and thus obtain the best kind of holiday. In the spring it is often the case that one is full of energy to do things ; while in the summer there is usually the stifling heat allied with the general inconveniences of high-season conditions.

A restful holiday does not, of course, necessarily mean just lazing on a beach. It is very pleasant, for instance, to dawdle in some interesting countryside, where you can do your sightseeing at leisure. There are two Spanish towns which I have in mind in this connection, and where I would be quite happy to stay for some days. They are Tarragona and Salamanca.

Tarragona, on the Mediterranean coast, fifty miles south of Barcelona (a fast train takes ninety minutes), is one of the most interesting cities of Spain. It possesses monuments, in good condition generally, that bear witness of a very ancient origin. Famous walls, for example, which are nearly a mile in length, have enclosed the city for twenty-five centuries. You can still see parts of the Iberian foundations, dating back to the sixth and fifth centuries before Christ. There is also the magnificent eleventh-century cathedral, in which the Romanesque harmonises gloriously with the Gothic. As in so many Spanish churches, the gem of the whole is the Cloister, which in this case is a noble, arcaded court of varied, round-headed arches, enclosing a lovely garden, full of beauty and sunshine.

Within scope of a day's excursion from Tarragona are the monasteries of Poblet and Santa Creus. At Poblet, the monastery is one of the finest and most intact examples of Spanish monastic architecture of the Middle Ages. In its Romanesque twelfth-century church are the tombs of the Kings of Aragon. This religious house, now a national monument, has been restored to house Cistercian monks, but it can still be visited. Santa Creus, although not inhabited, is equally beautiful. Both can be be seen by car in a single day.

THE ROMAN AQUEDUCT AT SEGOVIA, SPAIN : Locally known as *El Puente*, the aqueduct at Segovia rivals even the fine walls at Tarragona as being the largest and most important piece of Roman architecture extant in Spain.

Close to Tarragona are many fine bathing beaches where late-season bathing is possible. For those who prefer a seaside resort I can recommend fashionable Sitges, and the much smaller Castelldefels ; the latter has the convenience of being only a dozen miles from Barcelona, the liveliest city in Spain. In both places there are good hotels.

Salamanca (140 miles from Madrid; five hours by fast train) is a fine city, far too little known to foreigners, yet most rewarding. It is one of the most beautiful university cities in Europe. It is built of sandstone, which is originally soft and pale, almost white, but which hardens and darkens to a mellow golden-brown. There are whole streets with walls of this exquisite weather-coloured stone in great hewn blocks, relieved here and there by slender iron balconies, in which in late summer and early autumn there are masses of hydrangeas, fuchsias, geraniums, and convolvuluses.

On the road between Madrid and Salamanca are El Escorial, Segovia and Avila. Quite apart from the interest of the great monastery in El Escorial, the air there is very fine, and there is excellent hotel accommodation. Segovia, sixty miles from the capital, is typically Castilian and is notable for its marvellous Roman aqueduct and its Romanesque churches. It is also internationally famous for the Casa Candido restaurant, with its charcoal-roasted whole lambs and sucking pigs. Avila is perhaps the most perfect walled town in Europe. It appears like a mirage in the centre of a treeless desert. The old walls surround the town with sturdy towers jutting up at regular intervals.

Avignon will be the centre at which I will stay during my tour of Provence—or possibly at Villeneuve-les-Avignon, a couple of miles out, where there is a good country hotel, Le Prieuré. This City of the Popes is the centre from which many wonderful places can be visited : Orange, with its ancient Roman theatre and a splendid arch of triumph ; Vaison-la-Romaine, also with important Roman remains ; the imposing Pont-du-Gard ; the small " dead town " of Les Baux ; Tarascon, with King René's beautiful castle, but, alas, no Tartarin ; Nîmes, and Arles.

POSITANO, ON ITALY'S SORRENTINE COAST : The little town of Positano lies on the road from Amalfi to Sorrent It is built on a series of terraces cut into the rocky hillsides which tumble into the sea along he coas The slopes of the hills are covered in dense green olive groves with occasional orchards and vineyard

Another part of France which I visited once in th autumn is the little-known province of Poitou. This i the land of Romanesque churches—the finest in Europe— and the quiet life. Poitiers is the best centre, but tw quieter spots which attracted me, partly because o two excellent hotels, are Montmorillon and Sanxais.

A Connoisseurs' Tour to Bordeaux, for a long week end, is offered by H. Clarkson Ltd. The journey ther and back is done by air, and the arrangements includ gastronomic meals and visits to famous châteaux.

A different kind of attraction is the commemoratio of the 350th anniversary of Rembrandt. At the Bo mans Museum, Rotterdam, there is an exhibition of th artist's paintings from August 8 to October 20 ; whi at the Rijksmuseum, Amsterdam, there is an exhibitio of etchings and drawings during the same period. A visit to this commemoration of a great painter coul be combined with a stay at Wassenaar, a delightf suburb of The Hague, from which you are within eas reach of Rotterdam ; or at Baarn, just over thir minutes by train from Amsterdam.

For a Swiss holiday, I would suggest the canton o Valais, a very attractive part of the country. A goo centre for excursions is the picturesquely-situated tow of Sion. For those who would prefer to be out amid the mountains I suggest Zinal (Val d'Anniviers) an Evolène, where national costumes are still worn dai by the women. It 's not too late either for Montan Vermala or Crans, where there is a fine golf-course.

Autumn in Italy is delightful everywhere, not lea the Dolomites, where Merano and Cortina d'Ampezz are the most attractive large resorts. There is, howeve a small, tucked-away village which might well deligh you. It is Corvara, reached by a long valley fro Brunnico. The local hotel is owned by a famous o Alpine guide and his family. In this friendly inn yo can live well for little more than a pound a day. Th people in this district speak a language of their own known as Ladin—rather similar to the Romansch tongu in Switzerland—and there is a small weekly newspape *Nos Ladins*.

For those who prefer the sea, I think Amalfi an nearby Ravello, on the Sorrentine coast, are hard t beat for scenic appeal. The former town, the rival o Pisa and Genoa in maritime importance in the Midd Ages, is beautifully situated, with overhanging mountain in the background and the blue sea spreading in fron

SION, IN THE CANTON OF VALAIS, SWITZERLAND : The two châteaux of Tourbillon and Valère loom over Sion to-day as they have done for many centuries. The Valais was once the old French Département du Simplon in 1810-15. Sion itself, the capital of the Canton, has been the seat of a bishop since the sixth century.

USEFUL ADDRESSES

Swiss National Tourist Office, 458, *Strand, W.C.2.*
French Government Tourist Office, 178, *Piccadilly, W.1.*
German Tourist Office, 6, *Vigo Street, W.1.*
Italian State Tourist Dept., 201, *Regent Street, W.1.*
Netherlands National Tourist Office, 18, *Hyde Park Gate, S.W.7.*
Spanish Tourist Office, 70, *Jermyn Street, S.W.1.*
H. Clarkson Ltd., 10, *Fenchurch Street, E.C.3.*

RECOMMENDED HOTELS

Tarragona	*Europa*
Castell Defels	*Rey Don Jaime I*
Salamanca	*Gran*
El Escorial	*Felipe II*
Villeneuve-les-Avignon	*Le Prieurê*
Montmorillon	*France*
Sanxais	*L'Ecu de France*
Wassenaar	*Kasteel Oud-Wassenaar*
Baarn	*De Hooge Vuursche*
Zinal	*Diablons*
Evolène	*Hermitage*
Montana-Crans	*Golf*
Cortina d'Ampezzo	*Miramonti*
Amalfi	*Santa Caterina*
Ravello	*Palumbo*
Bad Schachen (Lindau)	*Bad Schachen*

THE "CASA DE LAS CONCHAS" IN SALAMANCA, SPAIN : This building dates from 1514 and gets its name from the scallop shells that sprinkle the façades and find repetition in the beautiful window-grills. Salamanca is the capital of a Spanish province, the see of a bishop and the seat of a venerable and celebrated university.

A thousand feet above is Ravello, which some experienced travellers claim is the loveliest spot on earth. Like Amalfi, it has a wonderful past. It was here that Wagner found inspiration and composed his "Parsifal." There is a glorious Norman-Byzantine cathedral, but, for me, the most perfect spot of all is the Belvedere of the Villa Cimbrone. From it you look down on the sea and a panorama of the territories of the ancient Republic, spread out like a map.

My final holiday suggestions are for Germany. Music-lovers should take a note of the International Festival that is held in Berlin during September. For those seeking a lakeside holiday I can recommend Bad Schachen, which is situated on the Bavarian shore of Lake Constance and close to the island-town of Lindau. Summer lingers in this part of Germany, and bathing is possible until the end of September.

The World of Books—By VERNON FANE

THE PLEASURES OF SOLITUDE

A Scientist in Lonely Places; Literary and Political Biographies; A Book about Royal Naval Heroes; Fiction with Thrills and Chills and more Comfortable Themes.

ONE of the greatest natural advantages that an explorer can have is an appreciation of solitude. This gift belongs in full measure to Dr. André Migot, whose book, THE LONELY SOUTH (Hart-Davis. 21s.), is an account of two expeditions he undertook in recent years. The first was to Kerguelen, a group of islands in the southern Indian Ocean, where, as a member of a French scientific expedition, he spent a year helping to establish a base and a meteorological station. The place was remote and bleak, but it was scarcely lonely enough for Dr. Migot. Once the year was up he joined an Australian expedition to the Antarctic where his only real hardship seems to have been that he was not even *more* solitary. His book is fine reading; the philosophical content and his approach to nature would single it out among travel books even if the simplicity and directness of the style did not.

Four biographies follow, of which the first is Mr. H. Coombes' study of EDWARD THOMAS (Chatto and Windus. 18s.), the poet who died as a young man in the First World War and is now coming to have a wider recognition than has hitherto been accorded him. Mr. Coombes examines the whole body of Thomas's work and reveals the man through his prose as well as through his poetry, quoting freely, analysing and helping the reader to a fresh appreciation of the poet who could write so vividly and so magically about the things of nature.

THE EMPRESS FREDERICK (Macmillan. 30s.) is Dr. Richard Barkeley's biography of the daughter of Queen Victoria who became the mother of Kaiser Wilhelm II. "Vicky," as she was called in the family, was the eldest daughter and had been brought up to admire German ideas and Germany itself. She had a fairly happy childhood, married the man she loved, Prince Frederick William of Prussia, and spent most of the rest of her life in Prussia. Her husband shared her Liberal ideas, but her existence in Germany for the rest of her long life was poisoned by the enmity of such formidable adversaries as Bismarck.

In THE CALIPH OF FONTHILL (Werner Laurie. 21s.) Mr. H. A. N. Brockman has written with great perception and a good deal of sympathetic imagination about William Beckford, one of those eighteenth-century figures whose originality, aided by a fortune, maintained and embellished the tradition of English eccentrics. He was born in 1760 and died more than eighty years later. In the course of his strange career he built a nineteenth-century Gothic house to the designs of James Wyatt, laid out the grounds on a superb scale and ended his life in an exotic tower at Bath.

CHARLEMAGNE (Eyre and Spottiswoode. 25s.) is a survey of the great man's progress and conquests, from the Hammer to the Cross, as the author, Mr. Richard Winston, puts it. The world is so crowded now, the great figures so many, that it is a real exercise of the imagination to recall a world in which one or two great personalities and conquerors bestrode it. Such a man was Charles, born at Noyons in A.D. 768. Charlemagne was crowned Emperor in A.D. 800 and died fourteen years later, having been canonised, rather irregularly, and having more to his credit the establishment of centres where the practical arts of peace could be furthered.

Family jokes of the F.H.B. (or Family Hold Back, when meals are not adequate for unexpected guests) type are generally extremely boring in expression. But given a remarkable writer, with a large range of expression, they can be extremely funny. Such an author is Mr. Peter Fleming, a selection of whose weekly essays to the *Spectator* have been published under the provocative and typical title of MY AUNT'S RHINOCEROS (Hart-Davis. 12s. 6d.); many of them are witty and most of them evocative in the most comforting way.

About nine years ago a young Bedouin boy went into a cave near the north-west corner of the Dead Sea, and found some pottery jars containing rolls of manuscripts. They were leather scrolls wrapped in linen cloth and badly decomposed. After some weeks and the kind of misadventures which so often seem to befall treasures, they were discovered to be pricelss religious manuscripts. THE DEAD SEA SCROLLS (Secker and Warburg. 30s.)

AN AWARD FOR MARIE RAMBERT: Dame Margot Fonteyn (on right) presents the Queen Elizabeth II Coronation Award to Madame Marie Rambert at the Annual Address of the Royal Academy of Dancing, held in the Claridge's Hotel. The award takes the form of a plaque which is presented annually for outstanding services to the art of ballet. Last year it was awarded to Madame Tamara Karsavina.

is Professor Millar Burrows' account of this immensely important archæological find and the violent controversies they engendered, together with a discussion of their authenticity and their dates, and some translations.

The first of this week's novels can be said to be so exactly balanced between fact and fiction that it is a borderline case. It is Taffrail's ARCTIC CONVOY (Hodder and Stoughton. 16s.). Although it may be classified as a novel, it is so firmly based on experience and actual happenings that it is quite unclassifiable—and rightly. These convoys started in 1941 and continued till the end of the war. They followed the most dangerous of sea lanes and endured the most bitter of weather. The chances of survival for any of the ship's company who ended in the sea were rather less than nil. Nevertheless, they continued to take their vital cargoes from Britain to the northernmost ports of Russia for four years. It was one of the most glorious and least-rewarded of our naval occasions. This book of Taffrail's does all that the author can to redress the balance.

THE ALCHEMIST'S VOYAGE (Gollancz. 15s.) is an American novel about a tramp steamer and a crew which includes two young men who are odd men out among the crew of professional sailors. It is a part poetical, a part fantastical and altogether in the American tradition of toughness and whimsy. Mr. Calvin Kentfield's book is effective, emotional and orignal.

Cesare Pavese was an Italian writer who was imprisoned before the war as an anti-Fascist, wrote several novels and committed suicide in 1950. THE HOUSE ON THE HILL (Peter Owen. 13s. 6d.) is one of his later novels, translated by W. J. Strachan, and concerned with the consequences of German occupation of Italy.

THE WANDERING PRINCE (Robert Hale. 12s. 6d.) is Miss Jean Plaidy's romantic reconstruction of the life of Charles II when he was an exile on the Continent, and when—as ever—his most constant affection was for his sister Minette, wife of the degenerate brother of Louis XIV. Well done, easy to read and an attractive *pot-pourri* of historical fact and gossip.

Science fiction, suspense, thrills and chills and more formal detection claim attention this week. ESCAPEMENT (Hodder and Stoughton. 12s. 6d.) begins in 1962 and is Mr. Charles Eric Main's imaginative story about a Hollywood tycoon who gets hold of a machine—"a brain impulse recorder"—which allows any listener to enter the thoughts of the subject—and proposes to use it for entertainment purposes.

When crime stories concern children and babies, I must confess to a very ordinary, unprofessional reaction so that it is an effort to assess them with detachment. But, having made that effort, I must say that Miss Nina Bawden's book, THE SOLITARY CHILD (Crime Club. 10s. 6d.), is extremely clever and very well written.

RUN (Gollancz. 12s. 6d.) concerns the flight of a fifteen-year-old from a house where he has seen the murdered corpse of a baby. It is taut, exciting and has a continuous suspense for anyone who can discount the real horror of the situation. Miss Margaret Shedd is one of that talented band who write for the *New Yorker*.

The next four novels are more conventionally framed THE BENEVENT TREASURE (Hodder and Stoughton. 12s. 6d.) is Miss Patricia Wentworth's new volume of Miss Silver's exploits and it leaves no sour after-taste nor any bewilderment beyond the natural mystification.

SWEET POISON (Macdonald. 10s. 6d.) has the setting of a country house in which a man imposes a Regency way of life and dress on his family but comes to a highly unmannerly end. Miss Mary Fitt knows how to do this kind of thing very well.

A DRAM OF POISON (Peter Davies. 12s. 6d.) is a story with, as far as I know, a really original twist to it. Miss Charlotte Armstrong is an American writer who gives her readers a fair amount of excitement.

CRIME OUT OF MIND (Hodder and Stoughton. 10s. 6d.) is not the very best book that Delano Ames ever wrote but it is still enjoyable, and its Tyrolean background and very believable characters, both good and bad, make it rather more readable than it deserves.

NEW REFERENCE BOOKS

THE LITTLE OXFORD ATLAS (Oxford: Clarendon Press: London: Cumberlege. 9s. 6d.) *is the latest addition to this series.*

COLLINS GUIDE TO ROSES (25s.), *by Bertram Park, is the first volume in a new illustrated Garden Series. Two other well-illustrated reference books from the same publishers are Collins Pocket Guides to* **THE UNDERSEA WORLD—Diving in British and European Waters** (21s.), *by Ley Kenyon, and* **WILD FLOWERS** (25s.), *by David McClintock and R. S. R. Fitter, assisted by Francis Rose.*

AN ELIZABETHAN SAILOR IN JAPAN

The Strange Life of Will Adams

Will Adams was an Elizabethan seaman who, in 1598, took service with the Dutch and sailed from Rotterdam for the Far East. Surviving a shipwreck, he reached the coasts of Japan. There he faced the threat of immediate execution. But he survived once more, was somehow received by the Shogun, and became his adviser on shipbuilding and foreign affairs. He was accorded the title of Honourable Pilot and given a fine country estate, but he was never allowed to leave the shores of Japan. This remarkable story is told by P. G. Rogers in THE FIRST ENGLISHMAN IN JAPAN (Harvill Press. 12s. 6d.). Both in Gillingham, Kent, his birthplace, and in Tokyo Adams' name is remembered with respect, but somehow he has remained a shadowy figure. Mr. Rogers shows him as an Elizabethan seaman, a true contemporary of Hawkins, Drake and Raleigh, at once intelligent, arrogant, many-sided, brave, hardy, ambitious, astute and selfish. He was essentially a leader of men. This brief but fascinating biography is the first in the English language. No fewer than three novels have been written about him, and the sources of information, in England, Spain, Portugal and Japan are considerable. Mr. Rogers has made admirable use of his material, and not the least merit of his book is his picture of the Shogun's court.

The peculiarity of eccentricity is that it is rarely eccentric. It is usually based on logic. Whatever else he is or is not, the eccentric is consistent. He seldom goes off at a tangent and in his own field is never at a loss. Such is the theory of James Turner in presenting six delightful and remarkable studies in eccentricity. His subjects are varied and astonishing characters, but they have in common the fact of having been natives of Mr. Turner's own well-loved East Anglia. THE DOLPHIN'S SKIN (Cassell. 21s.) does not reveal many other consistencies amid all the oddity and the fun. Perhaps the most entertaining of Mr. Turner's six was Margaret, Duchess of Newcastle—"Mad Madge," whom crowds flocked to see whenever she came to London from the seclusion of Welbeck.

Scheming Jack Gainsborough, brother of the great painter, was another astonishing character. He spent his life inventing useless toys. Then there was that absent-minded dreamer Edward FitzGerald, who achieved undying fame with his translation of the Rubá'iyát. He might boil his watch and time it by the egg, but his eccentricities did not have the hint of madness, and he was loved, despite his rudeness, by those who knew him in Woodbridge. One can only hope that Mr. Turner has in store for us further instalments of his eccentrics.

What is the secret of Lourdes? Many people have sought to probe it, and many have tried to deride its allegedly miraculous cures. Ruth Cranston, a non-Catholic, sets herself up as an impartial inquirer. Her book, THE MYSTERY OF LOURDES (Evans Brothers. 18s.), is a most sincere and painstaking piece of research. In some ways it is an inspired work, for she reaches conclusions which seem to have their basis in a simple faith of her own.

Lord Russell of Liverpool, former Judge Advocate-General, has written a most entertaining and readable work on British justice. He examines a variety of notable court cases over the past 200 years which have raised unusual legal or moral issues. THOUGH THE HEAVENS FALL (Cassell. 18s.) is brilliantly reasoned in a way that is readily understandable to the generality of us "without the law." Of particular interest is Lord Russell's assessment of the famous Lydon cowardice case, where the confirming officer confirmed the proceedings but remitted the sentence.

In March 1947, Esther Meynell's *Sussex* heralded the first of the series of County Books, that delightful and varied series, uniform in binding and presentation and widely different in every other aspect. Always the accent has been upon individuality, and what was true of the first in the series is true of the last, THE LOWLANDS OF SCOTLAND (Robert Hale. 18s.), by Maurice Lindsay. This is the second of the Lowlands volumes, and deals with Edinburgh and the South, the Lothians and the Border counties.

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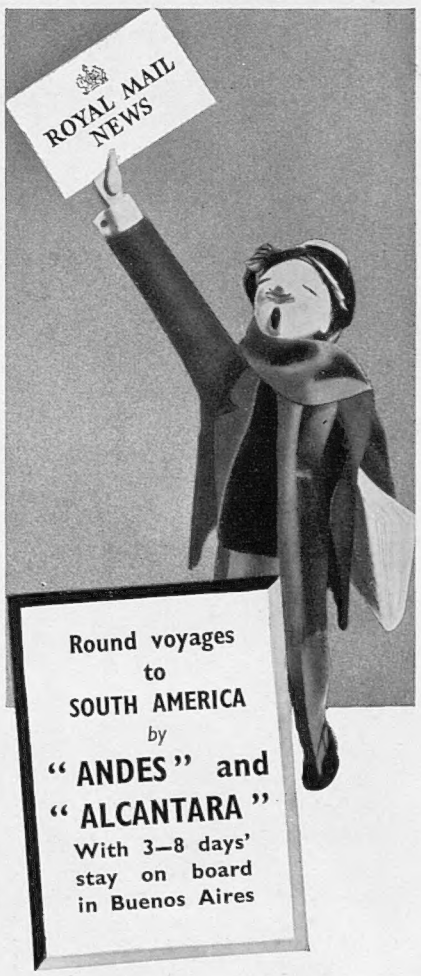

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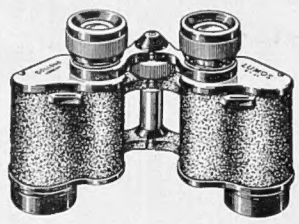

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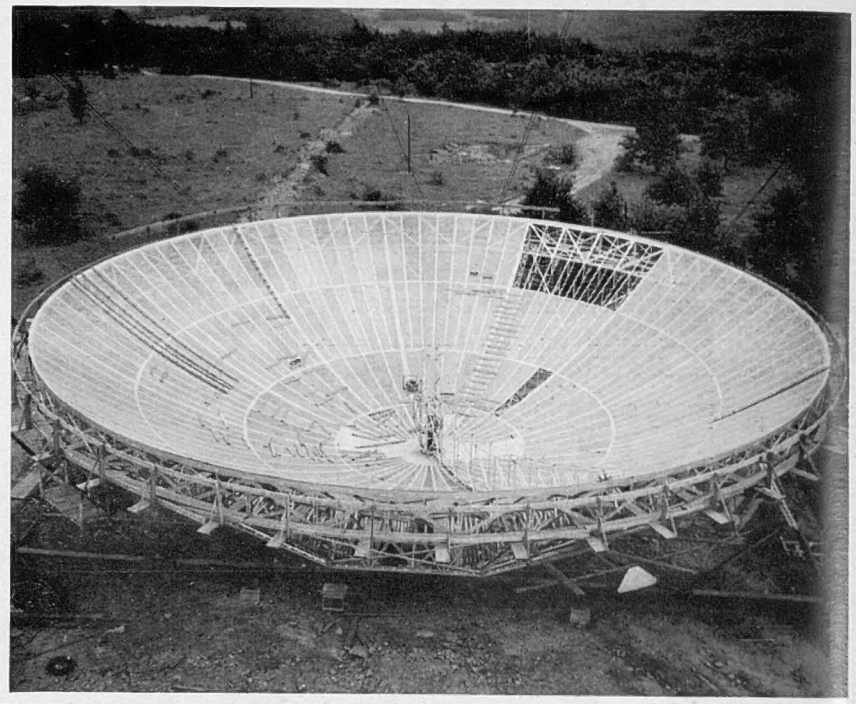
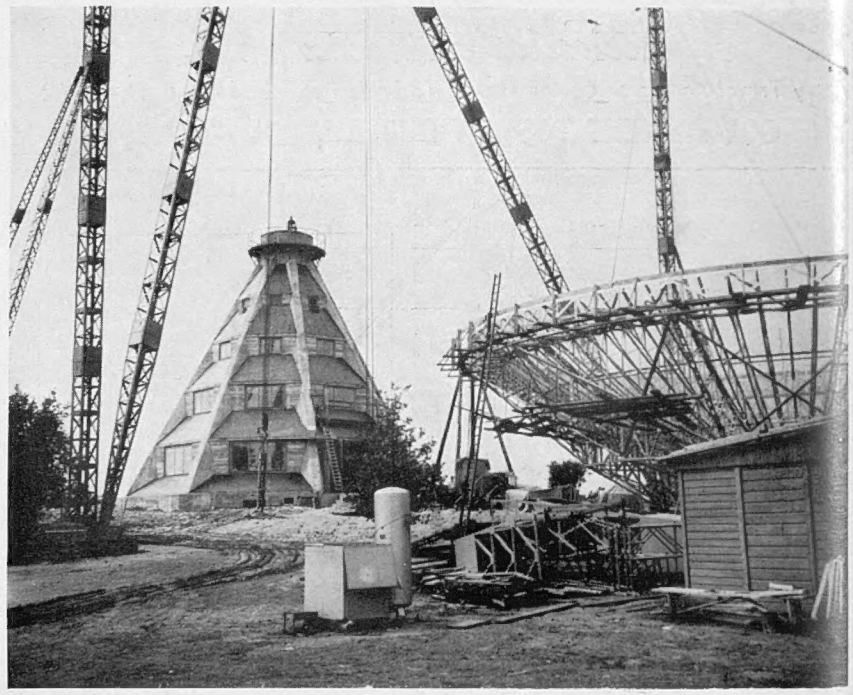
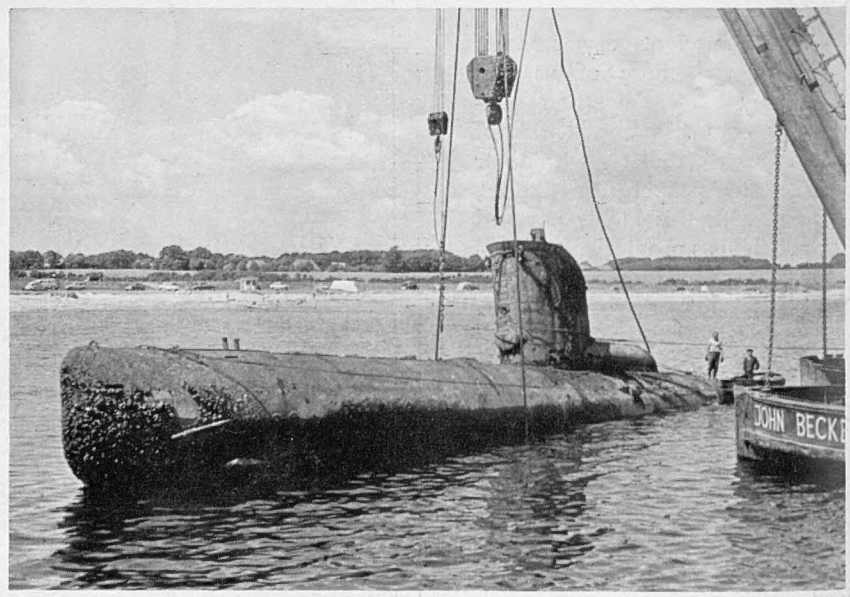
A Radio-Telescope for Bonn University; Reconditioned U-Boats for German Naval Training



THE EYEPIECE OF A NEW RADIO-TELESCOPE: This giant reflector-scanner is the eyepiece of the new radio-telescope which is under construction for the observatory of the University of Bonn. The observatory is situated on Stockert Mountain, about 30 miles from the capital of the West German Federal Republic. The scanner will be mounted on a concrete tower. *Below*—The conical concrete tower (left) will support the parabolic reflector-scanner (right). When completed the scanner will rotate on concrete-bedded ball-bearing races. The task of putting the scanner on the tower will be carried out by the two 148-ft.-high cranes seen in the background and on left.





U-BOATS FOR GERMAN NAVAL TRAINING: The U-2367, one of the former German Navy's fastest and most deadly submarines, is towed into Kiel Harbour with the aid of a submarine crane after being hoisted from the bottom of the Baltic Sea. The submarine was one of several scuttled in that area shortly before the end of the last war. Capable of diving to a depth of 656 ft. and of reaching an under-water speed of 13 knots, the U-2367 and a sister ship, the U-2365, will be used to train the new Federal German Navy after they have been reconditioned and fitted with new engines.

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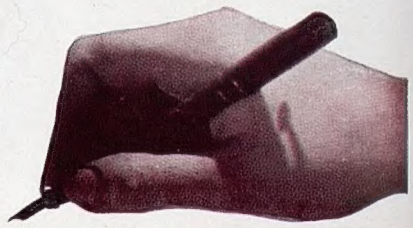

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